STATE ROUTE

Transportation Concept Report

Office of System Planning District 6 November 2002

Caltrans

Caltrans District 6
Office of System Planning

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Front cover photos taken along various segments of Route 198.

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STATE ROUTE
TRANSPORTATION CONCEPT REPORT

CALIFORNIA 198

LOCATION MAP

EXHIBIT 1

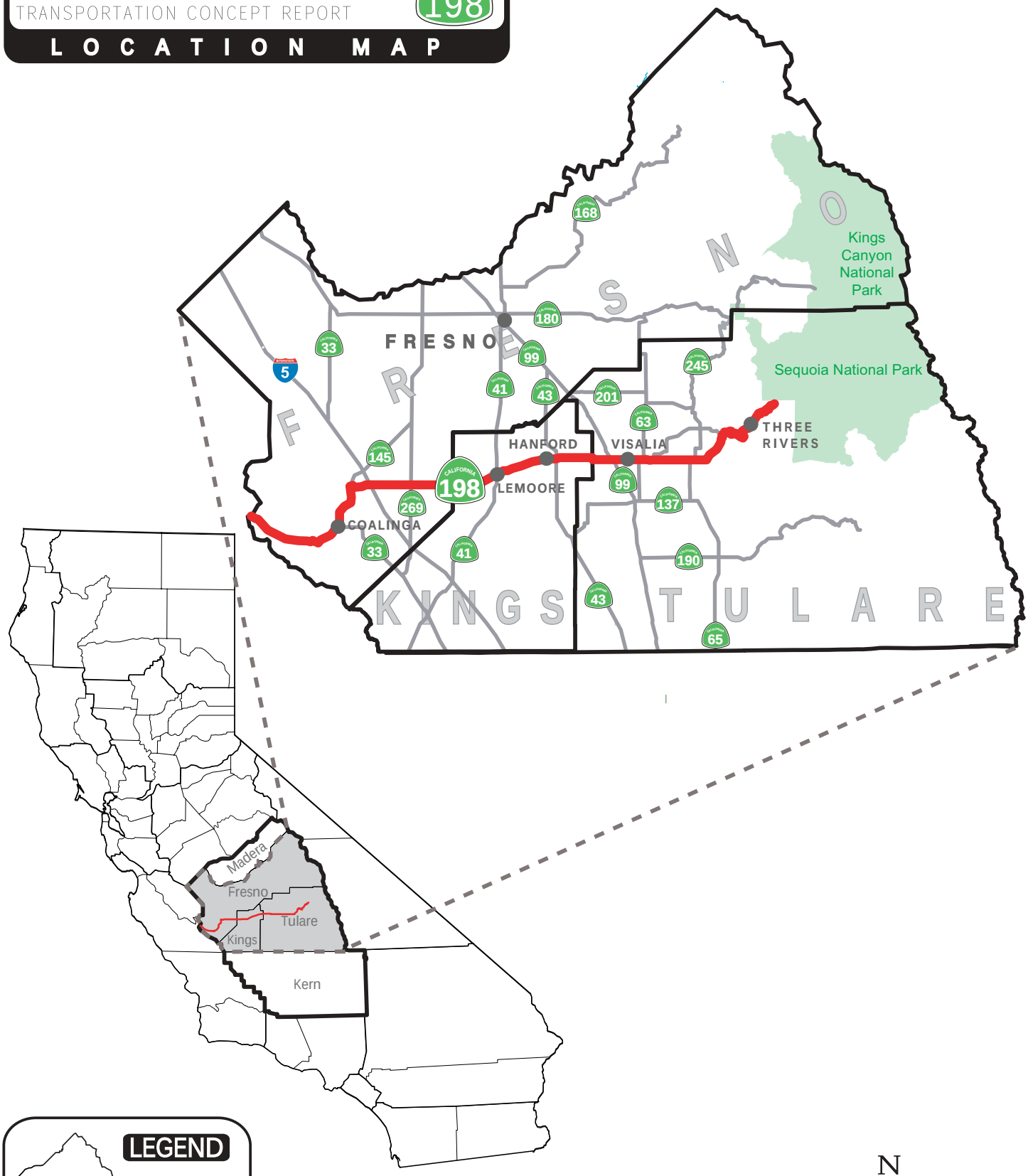


Table of Contents

I. Introduction

The Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for a state highway corridor through the year 2025, provides route data and information, as well as current (2002) and projected (for the years of 2010 and 2025) operating characteristics. Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept level of service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on state highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, capacity-enhancing improvements such as lane additions are the primary focus for LOS attainment. However, operational improvements, such as intersection modifications and passing or weaving lanes, are discussed as interim measures. The TCR also identifies mass transit and the deployment of Intelligent Transportation Systems (ITS) actions as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2025. However, the UTC does not consider funding as a constraint. Caltrans District 6 (which is comprised of the counties of Fresno, Kern, Kings, Madera, and Tulare), System Planning staff should be consulted for the interim ROW prior to ultimate construction for a specific location along the corridor.

A TCR identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, a TCR is a “living document,” subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed. The TCR for State Route (SR)198 was prepared and completed by the System Planning staff in cooperation with local and regional agencies and other Caltrans’ functional units. As such, it will serve as a guide for cooperative planning and implementation of transportation and land use decisions.

II. Route Description and Purpose

Route198 is a 141-mile highway beginning at San Lucas in Monterey County and ends at the western boundary of the Sequoia National Park in Tulare County. This report covers the 115 miles of Route 198 from the Monterey County line through the counties of Fresno, Kings, and Tulare in Caltrans District 6, with a break in the route at SR 33. Route 198 serves the Cities of Coalinga, Lemoore, Hanford, and Visalia, including the mountain community of Three Rivers in eastern Tulare County.

At the beginning of this document (see Location Map, Exhibit 1, page “ i ”) is a map showing the location of Route 198 within District 6 and the State of California.

Route 198 is classified as a Minor Arterial between the Monterey County line and Interstate 5 (I-5). It is a Principal Arterial between I-5 and the Sequoia National Park boundary. Under the Federal Aid programs, SR 198 from I-5 to the Lemoore Naval Air Station (LNAS) is recognized as a Strategic Highway Corridor Network (STRAHNET) route, and part of the National Highway System (NHS) from LNAS east to the end of the route. The remainder of the route is eligible under the Surface Transportation Program (STP).

The Surface Transportation Assistance Act (STAA) of 1982 designated SR 198 as part of the National Network (NN) for large trucks between I-5 and SR 99, with truck volumes ranging from 7 to 25 percent. SR 198 is also designated as a State Terminal Access Route from the beginning of SR 99 to the end of the route. SR 198 serves as an interregional corridor between the central coastal areas of California, the San Joaquin Valley, and the Sierra Nevada Mountains.

The route is designated by California as a High Emphasis (HE) Focus (F) Route of the Interregional Road System (IRRS) from I-5 to State Route 99. It is a High Emphasis Route from SR 99 to the Sequoia National Park boundary. Route 198 was formerly known as Route 10 and was added in parts to the State Highway System between 1909 and 1919. In 1959, the highway became part of the California Freeway and Expressway System, from I-5 to the Sequoia National Park boundary.

SR 198 is the primary highway to the Lemoore Naval Air Station, which is one of the United States Navy's essential aviation facilities in the west.

The SR 198 corridor is an essential highway that provides a vital east-west connection between the Sierra Nevada Mountains, the central coastal Region of California, and through the San Joaquin Valley. State Route 198 serves the commercial traffic along the corridor, which include the transportation of agricultural products. It is the primary highway to and from LNAS. LNAS is one of the Navy's essential aviation facilities in the western United States.

Within District 6, the route passes over mountainous terrain in Fresno County as it descends from the Coastal Ranges, and it terminates in Tulare County where the route ascends the Sierra Nevada Mountains. In the middle, the route passes through the San Joaquin Valley, which is mainly level terrain. State Route 198 provides recreational access to Kaweah Lake and Sequoia and Kings Canyon National Parks.

State Route 198 is primarily a 2-lane Conventional highway in Fresno County and within the eastern portion of Tulare County. In Kings County and the majority of Tulare County, the facility is mostly a 4-lane Expressway and a 4-lane Freeway. The Route is characterized by the following traffic attributes in Fresno, Kings, and Tulare counties: Annual Average Daily Traffic (AADT) for Route 198 ranges from a low of 1,300 AADT in Segment 1 (PM 0.0 - 21.2, KP 0.0 – 34.1) in Fresno County, to a high of 40,100 AADT in Segment 16 (PM R8.4 - R12.7, KP 13.5 - 20.4) in Tulare County.

A. Geometrics, Land Use, and Environmental Considerations

Segments 1- 4: Monterey County Line to the Fresno County Line (Fresno County)


Segments 1-3 in Fresno County (PM 0.0 -26.8) of SR 198 have been Officially Designated as Scenic because of the unspoiled native habitat that showcases the unique aspects of the landscape.

State Route198 traverses through Fresno County from the Monterey County boundary line with a break at Route 33 (PM 22.7, KP 36.5) in Coalinga and continues to the Kings County line. Within Fresno County, the major land uses include: oil fields, retail and service commercial establishments, residences, and rangeland. SR 198 is a 2-lane Conventional highway throughout Fresno County; the exception is a 4-lane Conventional section through Coalinga. The route crosses Warthan, Los Gatos and Coalinga Creeks, and the Coalinga Hot Springs canal in the mountains. The area surrounding the highway is considered highly sensitive for threatened or endangered species. The water crossings pose potential environmental considerations for riparian vegetation.

From State Route 33 (PM 22.7, KP 36.5) north of Coalinga to the Kings County line (PM 42.7, KP 68.7), the highway passes through a low range of hills between Coalinga and I-5 (PM 26.8, KP 43.1). There are oil fields near the I-5/SR 198 interchange, with agricultural lands bordering the west and east area of I-5. There are also traveler-oriented developments and a private landing strip at I-5.

Segments 5 - 11: Fresno County Line to Tulare County Line (Kings County)

State Route 198 traverses Kings County from the Fresno County line to the Tulare County line. From Fresno County to LNAS, the highway is a 2-lane Conventional highway. From LNAS eastward to the SR 41/198 interchange, the highway widens to a 4E/F (Expressway/Freeway). The highway crosses the Kings River (PM 5.7, KP 9.2) where riparian vegetation and threatened or endangered species are major considerations.

From State Route 41 to west of 12th Avenue (PM R16.7, KP 26.9), and west of the city of Hanford, the route alternates between a 4-lane Expressway and Freeway.

From SR 41 to west of 12th Avenue (PM R16.7, KP 26.9) and west of the city of Hanford, the route alternates between a 4-lane Expressway and Freeway. There are existing constraints to improving the route, including a housing development and the SR 41 interchange.

From 12th Avenue to 7th Avenue (PM 22.3, KP 35.9) SR 198 is a 4-lane Expressway passing through the City of Hanford. From 7th Avenue to the Tulare County line (PM 28.3, KP 45.5), the route is a 2-lane Conventional highway. The existing 2-lane highway will be constructed to a 4-lane Expressway with a new bridge crossing Cross Creek.

This project is presently programmed in the State Transportation Improvement Program (STIP) with the construction completion year of FY 2009. There are environmental considerations such as: noise impacts to the two schools in the area, hazardous waste, and threatened or endangered species near the Cross Creek area.

From 7th Avenue to the Tulare County line, the existing 2-lane Conventional will be constructed to a 4-lane Expressway with a construction completion year of 2009.

There are planned and programmed interchange projects to complete the Freeway within the Lemoore and Hanford areas. These projects include 9th Avenue (PM 19.9, KP 32.0), 12th Avenue (PM 16.4, KP 26.4), 16th Avenue (PM 12.7, KP 20.4), 18th Avenue (PM 8.6, KP 13.8) and 19th Avenue (PM R9.47, KP 15.2). The 19th Avenue Interchange is in the 1998 STIP and is expected to be completed in FY 2007.

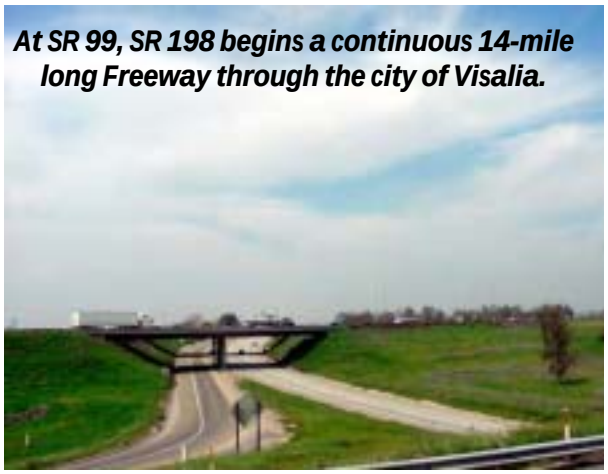
Segments 12 - 26: Kings County Line to Sequoia National Park Boundary (Tulare County)

State Route 198 traverses through Tulare County from the Kings County boundary to its terminus at the Sequoia National Park boundary. From Kings County the route continues from Sequoia National Park boundary as a 2-lane Conventional highway to SR 99 (PM R3.3, KP 5.3) but this portion will be improved as a continuance of the 4-lane Expressway project indicated above.

At SR 99, SR 198 begins a continuous 14-mile long Freeway through the city of Visalia to the Outside Creek Bridge (PM R 16.6, KP 26.7). The final portion of the Expressway in Visalia was converted to a 4-lane Freeway (PM R4.9-R8.8, KP 7.9 - 14.2) in 2001.

The environmental issues concerning this stretch of highway are: traffic noise, water crossings, riparian vegetation, and aesthetics near existing residential development. From Outside Creek Bridge to SR 245 (PM R19.8, KP 31.9) the route crosses a rural landscape.

At this location, the route is presently a 4-lane Expressway. There are environmental considerations with the impacts at water crossings, as well as aesthetics.



At SR 99, SR 198 begins a continuous 14-mile long Freeway through the city of Visalia.

From SR 245 to the Sequoia National Park boundary (PM 44.2, KP 71.1) the highway traverses the level valley floor to rolling terrain in the Sierra Nevada Mountains. SR 198 is a 2-lane Conventional highway bordered by agriculture, rangeland, the communities of Lemon Cove and Three Rivers, and recreational lands of Lake Kaweah and Sequoia National Park.

Environmental constraints include existing development, the railroad line near the highway, threatened or endangered species, and water crossings. Potential projects such as intersection improvements, passing lanes and other safety/operational improvements will be built, as applicable, to maintain highway performance.

Specific Environmental Considerations

Listed below are potential specific biological resources (flora and fauna) in the SR198 corridor from the Monterey County boundary line to the Sequoia National Park in Tulare County. These resources include the San Joaquin Kit Fox, Swainson's Hawk, vernal pool fairy shrimp, Spiny sepaled button celery, Valley elderberry longhorn beetle, Cliff swallows, and California Tiger salamander.

There are no identified historical resources.

Swainson's Hawk is one of the listed State threatened or endangered species along various segments of SR 198.

B. Modal Alternatives and Intelligent Transportation Systems (ITS)

The proposed High-Speed Rail corridor between Los Angeles and the Bay Area would cross the Route 198 right-of-way on a north to south alignment.

For the interregional travelers on SR 198, the existing transit services consist of Greyhound Lines and Orange Belt Stages. On the local or regional level, there are transit services such as Coalinga Transit, Kings Area Rural Transit, and Visalia City Coach. Transit along the SR 198 corridor also involves a combination of demand/response and fixed-route transit systems, including a fixed-route service to the Lemoore Naval Air Station, and between Hanford and Visalia.

There are existing bicycle lanes along SR 198 along the frontage roads in the city of Visalia and in the communities of Three Rivers and Coalinga. Operational and safety efficiency will be enhanced by deployment of ITS technology which may include, but not limited to: weather and pavement condition sensors, changeable

message signs, improved lane markers, and smart call boxes.

There are planned ITS projects on SR198. In Fresno County a Changeable Message Sign (CMS) is proposed at PM 21.7 and 28.93, KP 34.9 and 46.5. In Kings County there are plans for Closed Circuit Television (CCTV) at PM 20.9, KP 33.6 and a CMS at PM 21.5, KP 34.6. In Tulare County there are plans for a weather station at PM 1.51 and PM 18.81, KP 2.4 and 30.2. Other ITS plans are for a Highway Advisory Radio station (HAR) near SR 324 in Lemon Cove at PM 26.4, KP 42.5, and for CCTV at SR 99, near Plaza Drive at PM 5.50, KP 8.8, and near Akers Road at PM 6.8, KP 10.9.

III. Concept Rationale

Route Concept LOS C was assigned to segments 1-12 and 17-20 because of the importance of this interregional corridor. Due to heavy traffic volumes and construction complexity, LOS D was assigned to segments 13 -16, 21 and 22.

LOS E was assigned to segments 23-26. Minimal improvements are feasible due to the rolling or mountainous nature of this portion of the highway. The Concept Facility objectives are to complete a 4-lane Freeway or Expressway system throughout the route extending from I-5 in Fresno County to SR 245 in Tulare County. Improvements on the rolling or mountainous segments will be to increase operational efficiency or to improve safety, i.e., passing lanes, intersection improvements, and shoulder widening.

IV. State Route 198 Transportation Concept Report Summary Chart: an Overview of Operations, Deficiencies, Transportation Concept, and Ultimate Transportation Corridor

On pages 11, 12, and 13 (Exhibit 3 A, B, and C) of the Executive Summary is an 11" x 17" foldout Transportation Concept Summary Chart. The Summary Chart indicates Route 198 is divided into 26 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. The Summary Chart also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural

The Summary Chart information is complemented by the Fact Sheets following immediately after the Executive Summary. The Fact Sheets explain in greater detail selected information shown on the Summary Chart but also present other information such as functional classification, route designations, specific segment maps, and more.

A Review of Route 198 Performance: Current (2002) and Future (2010 and 2025)

In Fresno County, the Route Concept Level of Service (LOS) for segments 1 - 4 is LOS C. The Route Concept LOS C for segments 1 - 3 will be met through 2025. There are several intersections in and near Coalinga, that will require future signalization to improve the LOS at these locations. Segment 4 is projected to perform at LOS D by 2025 and will not meet the Concept LOS. Upgrading segment 4 from a 2-lane Conventional highway to a 4-lane Express-way will improve the segment performance to LOS A.

In Kings County, the Concept LOS for segments 5 - 11 is LOS C. In 2002 and 2010, the Route Concept LOS C was met or surpassed for segments 5 through 10. The Concept LOS C was not met in 2002 for segment 11 (PM 22.3 - 8.3, KP 35.9 - 13.4), and in 2025 for segment 5 (0.0 - 3.0, KP 0.0 - 4.8).

Upgrading segment 5 and segment 11 from a 2-lane Conventional highway to a 4-lane Expressway will improve the performance of both segments to LOS A and LOS B respectively, by 2025. Segment 8 (PM R10.9-R16.4, KP 17.5-26.3) will be deficient as it is projected to perform at or below LOS D by 2025. In Hanford and Lemoore, segments 6 - 8 are being converted from a 4-lane Expressway to 4-lane Freeway. This is expected to be accomplished through possible interchange projects.

While this improvement will help to maintain or surpass the Concept LOS C for segments 6 and 7, it is not sufficient to maintain the Concept LOS C for segment 8 it will continue to perform at LOS D with improvements. In Tulare County, the Concept LOS is C for segments 12, 17 - 19, and 20. Segment 12 (PM 0.0 - R3.3, KP 0.0 - 5.3) was deficient (LOS D) in 2002 and will progressively become worse through 2025.

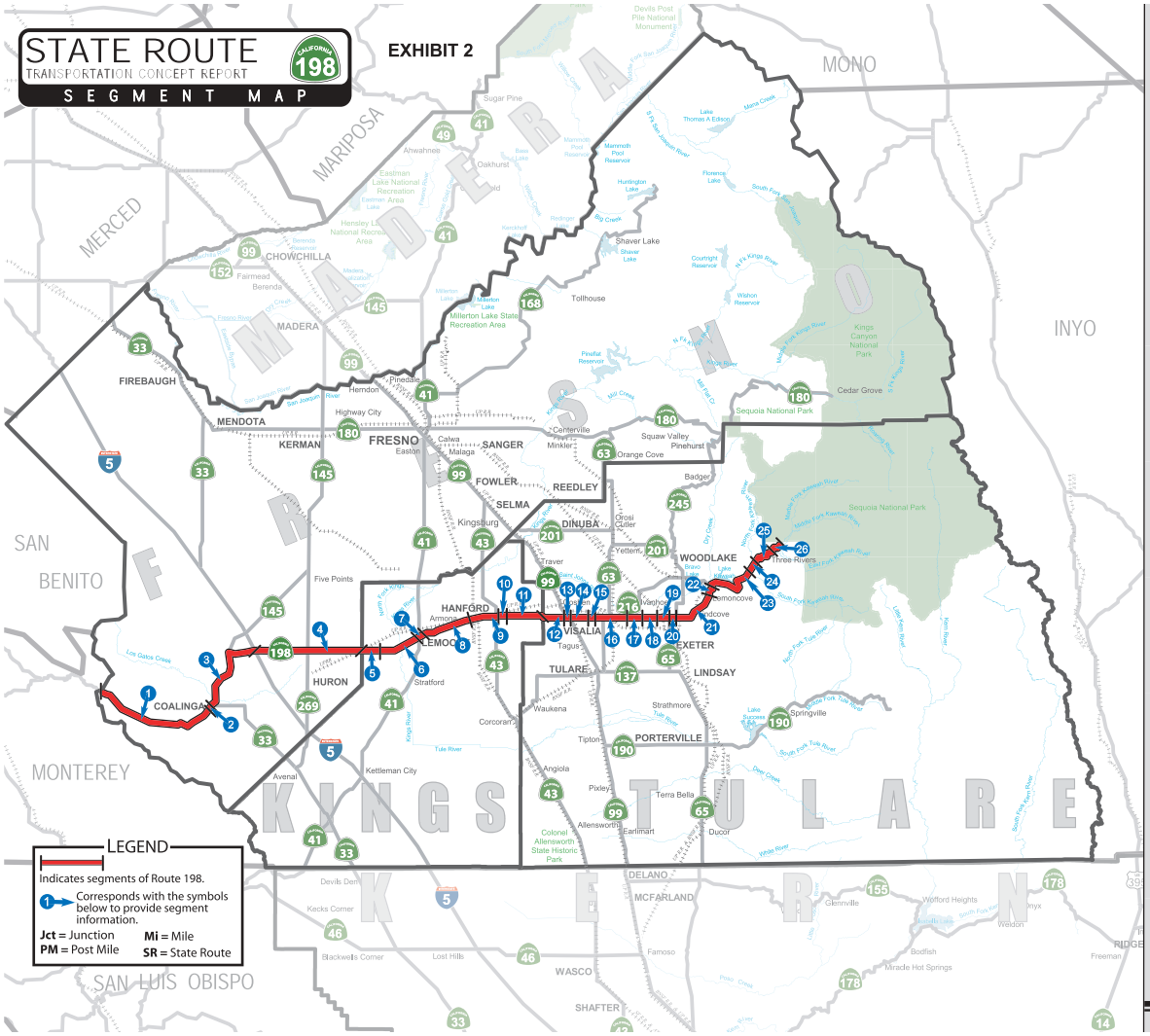
Upgrading segment 12 from a 2-lane Conventional highway to a 4-lane Expressway will improve the segment performance to LOS B. The Concept LOS is LOS D for segments 13 -16, and 21 - 22.

In Visalia, segments 14 (PM 4.9 - 7.0, KP 7.8 - 11.3), 15 (PM 7.0 - R8.4, KP 7.9 - 13.5) and about 0.35 mile of segment 16 (PM R8.4 - R12.6, KP 13.5 - 20.2) are 4-lane Freeways on an ultimate 6-lane ROW, with interchanges at Shirk Road, Akers Road, and Demaree Road. Nonetheless, segments 15 and 16 will continue to operate at LOS F through 2025. There are no plans for operation improvements in the future. The Route Concept LOS for segments 23 - 26 is LOS E.

Terrain constraints make capacity improvements unlikely in Fresno County from: 1) the Monterey County line (PM 0.0, KP 0.0) to the South Junction of SR 33 (PM 22.7, KP 36.5), and, 2) in the Tulare County foothills and Sierra Nevada Mountains, from 0.1 mile East of Road 244 (PM 26.9, KP 43.3) to Sequoia National Park boundary (PM 7.1, KP 11.4).

The 2-lane Conventional highway improved (2C(I)) Route Concept facility designation indicates that operational improvements and intelligent transportation system strategies should be deployed in these limits as means of sustaining and even improving the operating conditions.

The projected improvements to Route 198 will occur over a 25-year period of time. The Fresno, Kings, and Tulare Regional Improvement Program (RIP) and Caltrans' Interregional Improvement Program (IIP) funds will primarily fund these improvements. Other special funds for project improvements include the Governor's Traffic Congestion Relief Program (TCRP), which is administered by Caltrans and other locally administered funds.



Fresno County

1. **Segment 1:** SR 198 PM 0.0 / 21.2
   Monterey County line / Firestone Ave
2. **Segment 2:** SR 198 PM 21.2 / 22.7
   Firestone Ave / South Jct SR 33
3. **Segment 3:** SR 198 PM 22.7 / 26.8
   SR 33 / SR198 / I-5 Separation
4. **Segment 4:** SR 198 PM 26.8 / 42.7
   SR198 / I-5 Separation / Kings County line

Kings County

5. **Segment 5:** SR 198 PM 0.0 / 3.0
   Fresno County line / Lemoore Naval Air Station
6. **Segment 6:** SR 198 PM 3.0 / R8.9
   Lemoore Naval Air Station / SR 41 / SR 198 Separation
7. **Segment 7:** SR 198 PM R8.9 / R10.9
   SR 41 / SR 198 Separation / 0.3 Mi E of 18th Ave
8. **Segment 8:** SR 198 PM R10.9 / R16.4
   0.3 Mi E of 18th Ave / 0.5 Mi W of 12th Ave
9. **Segment 9:** SR 198 PM R16.4 / R20.4
   0.5 Mi W of 12th Ave / 0 .5 Mi W of SR 43 / SR 198 Separation
10. **Segment 10:** SR 198 PM R20.4 / 22.3
    0.5 Mi W of SR 43 / SR 198 Separation / 7th Ave
11. **Segment 11:** SR 198 PM 22.3 / 28.3
    7th Ave / Tulare County line

Tulare County

12. **Segment 12:** SR 198 PM 0.0 / R3.3
    Kings County line / 0.3 Mi E of Rd 68
13. **Segment 13:** SR 198 PM R3.3 / 4.9
    0.3 Mi E of Rd 68 / 0.3 Mi E of Rd 80
14. **Segment 14:** SR 198 PM 4.9 / 7.0
    0.3 Mi E of Rd 80 / Rd 102
15. **Segment 15:** SR 198 PM 7.0 / R8.4
    Rd 102 / 0.3 Mi E of West Main St
16. **Segment 16:** SR 198 PM R8.4 / R12.7
    0.3 Mi E of West Main St / 0.1 Mi W of Packwood Creek
17. **Segment 17:** SR 198 PM R12.7 / R14.6
    0.1 Mi W of Packwood Creek / Rd 164
18. **Segment 18:** SR 198 PM R14.6 / R16.6
    Rd 164 / Outside Canal
19. **Segment 19:** SR 198 PM R16.6 / R18.8
    Outside Canal / SR 65
20. **Segment 20:** SR 198 PM R18.8 / R19.8
    SR 65 / SR 245
21. **Segment 21:** SR 198 PM R19.8 / 26.9
    SR 245 / 0.1 Mi E of Rd 244
22. **Segment 22:** SR 198 PM 26.9 / 28.3
    0.1 Mi E of Rd 244 / Rd 248
23. **Segment 23:** SR 198 PM 28.3 / 35.9
    Rd 248 / Moro Rd
24. **Segment 24:** SR 198 PM 35.9 / 38.5
    Moro Rd / North Fork Dr
25. **Segment 25:** SR 198 PM 38.5 / 42.4
    North Fork Dr / Mineral King Rd
26. **Segment 26:** SR 198 PM 42.4 / 44.2
    Mineral King Rd / Sequoia National Park Boundary

V. Programmed Improvements to Route 198

There are programmed highway improvement projects in the State Transportation Improvement Program (STIP) and the Transportation Congestion Relief Program (TCRP) for portions of Route 198 over the next 25 years. Only those specific segments with programmed STIP and/or TCRP projects are shown.

Listed below is the range of projects that show:

1) the specific segment;

2) the programming document;

3) a description of the project with specific postmile/kilopost limits and;

4) the projected beginning (Begin Construction) date and completion date (Complete Construction) of project construction.

Listed on the following chart are capacity-increasing projects only and do not include the State Highway Operations Protection Program (SHOPP). SHOPP projects indicates maintenance, safety and operational projects and will be indicated on each Segment Fact Sheet.

Segments	*Programming* Document	Improvement and Description	Begin Construction and Completion Target Dates: Fiscal Years
6 - 7 KIN PM 3.0 - 10.9 *KP 4.8 - 17.5* From Lemoore Naval Air Station main gate to 0.3 MI E of 18th Avenue	1998 STIP	Construct Interchange at 19th Avenue (PM 8.6 - 9.7, *KP 13.8 - R15.6)*	Begin Construction: 2005/2006 Complete Construction: 2006/2007
10-11-12 KIN (PM R20.4 - 28.3 *KP 32.8 - 45.5)* TUL (PM 0.0 - 3.3 *KP 0.0 - 5.3)* from 0.5 MI west of SR 43/198 to 3.0 MI east of Road 68	2000 TCRP 1998 STIP	2-lane Conventional Highway to 4-lane Expressway near Hanford east of SR 43 to west of SR 99 near Visalia KIN (PM T21.5 - 28.3, *34.6 - 45.5)* TUL (PM 0.0 - 3.3, *KP 0.0 - 5.3)*	Begin Construction: 2005/2006 Complete Construction: 2008/2009

Segments	*Programming* Document	Improvement and Description	Begin Construction and Completion Target Dates: Fiscal Years
13 TUL (PM R3.3 - 4.9 *KP 5.31 - 7.88)* from 0.3 MI east of Road 68 to 3.0 MI east of Road 80	1998A STIP (Local)	Modify Interchange at Road 80 Plaza Interchange (PM 4.8, *KP 7.7)*	Begin Construction: 2006/2007 Complete Construction: 2009/2010
23 TUL (PM 28.3 - 35.9 *KP 45.54 - 57.7)* From Road 248 to Moro Road	2000 STIP (Local)	Roadway Realignment near the Community of Three Rivers at Lake Kaweah (PM 33.5 - 6.5, *KP 53.5 - 58.8)*	Begin Construction: 2002/2003 Complete Construction: 2003/2004

VI. Route 198 Transportation Concept Report Segment Map

On page 7 of the Executive Summary (Exhibit 2) is an 11"x17" foldout TCR Segment Map for Route 198. This map shows the construction segments on the State highway in Fresno, Kings, and Tulare Counties.

VII. Route 198 Segment Fact Sheets

Following this Executive Summary is a Segment Fact Sheet for each segment of Route 198 (pages 14 - 65). Each Segment Fact Sheet includes:

1) A brief description;
2) Functional Classification/Route Designations;

3) Transportation Concept;
4) Description - Land Use - Rationale;
5) Segment Map;
6) Route Concept Deficiencies/Improvements;
   (Refer to each Fact Sheet for specific details).
7) Intelligent Transportation Systems (ITS);
8) Planned and Programmed Highway Projects;
9) Transit Services;
10) Comments section.

VIII. Appendix

A. Glossary of terms used throughout the TCR (pages A -1 through A – 6).

B. Reference Sheet - this includes RTPA/MPO and the

C. Air Quality District addresses, references used in the TCR, traffic operations and transit services information (page A-7).

End of SR 198 in Tulare County, near the Sequoia National Park boundary, Segment 26 (PM 42.4, KP 68.2).

Transportation Concept Report

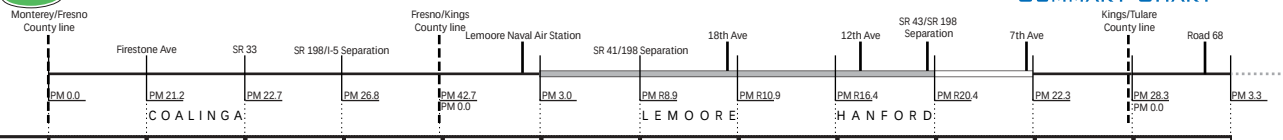
EXHIBIT 3 A

State Route 198

SUMMARY CHART

LEGEND

Conventional
Expressway
Freeway
Number of Lanes: 2, 4, 6, 8
* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane Freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization, and traffic signals.

LOS: the current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity-improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

+ Does not meet route concept even with improvements

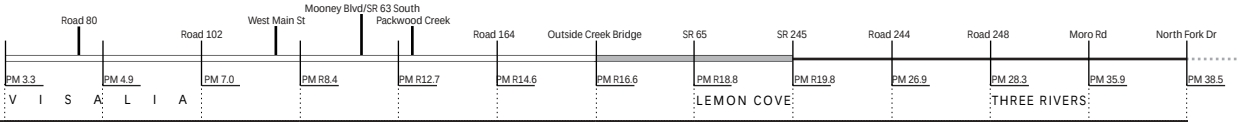
***** The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

****** ROW generally same as existing but does not include interchanges or overcrossing ROW.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	FRESNO / 198	FRESNO / 198	FRESNO / 198	FRESNO / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	KINGS / 198	TULARE / 198
Description Begin	Monterey County line	Firestone Ave, urban boundary of Coalinga	South JCT SR 33	SR 198/I-5 Separation	Fresno County line	Lemoore Naval Air Station main gate	SR 41/198 Separation	0.3 MI E of 18th Ave	0.5 MI W 12th Ave	0.5 Mi W SR 43/198 Separation	7th Ave	Kings County line
Description End	Firestone Ave	South JCT SR 33	RTE 198/I-5 Separation	Fresno County line	Lemoore Naval Air Station main gate	SR 41/198 Separation	0.3 MI E of 18th Ave	0.5 MI W 12th Ave	0.5 Mi W SR 43/198 Separation	7th Ave	Tulare County line	0.3 MI E of RD 68
Postmile Limits Begin/End	0.0 / 21.2	21.2 / 22.7	22.7 / 26.8	26.8 / 42.7	0.0 / 3.0	3.0 / 8.9	8.9 / 10.9	10.9 / 16.4	16.4 / 20.4	20.4 / 22.3	22.3 / 28.3	0.0 / 3.3
Kilopost Limits Begin/End	0.0 KP / 34.1 KP	34.1 KP / 36.5 KP	36.5 KP / 43.1 KP	43.1 KP / 68.7 KP	0.0 KP / 4.8 KP	4.8 KP / 14.3 KP	14.3 KP / 17.5 KP	17.5 KP / 26.4 KP	26.4 KP / 32.8 KP	32.8 KP / 35.9 KP	35.9 KP / 45.5 KP	0.0 KP / 5.3 KP
Length (MI/KM)	21.2 MI / 34.1 KM	1.5 MI / 2.4 KM	4.1 MI / 6.6 KM	15.9 MI / 25.6 KM	3.0 MI / 4.8 KM	5.9 MI / 9.5 KM	2.0 MI / 3.2 KM	5.5 MI / 8.9 KM	4.0 MI / 6.4 KM	1.9 MI / 3.1 KM	6.0 MI / 9.7 KM	3.3 MI / 5.3 KM
Rural / Urban	RURAL	URBAN	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	URBAN	RURAL	RURAL	RURAL
Terrain	MOUNTAINOUS	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
Biological Resource Sensitivity	YES	YES	YES	YES	NO	YES	YES	NO	YES	YES	YES	NO
Historical Resources	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
ROW: Range Existing (FT)	60.0 / 150.0 FT	60.0 / 150.0 FT	60.0 / 100.0 FT	60.0 / 66.0 FT	60.0 / 166.0 FT	166.0 / 166.0 FT	142.0 / 142.0 FT	142.0 / 166.0 FT	142.0 / 166.0 FT	80.0 / 142.0 FT	80.0 / 90.0 FT	80.0 / 80.0 FT
ROW: Range Existing (M)	18.3 / 45.7 M	18.3 / 45.7 M	18.3 / 30.5 M	18.3 / 20.1 M	18.3 / 50.6 M	50.6 / 50.6 M	43.3 / 43.3 M	43.3 / 50.6 M	43.3 / 50.6 M	24.4 / 43.3 M	24.4 / 27.4 M	24.4 / 24.4 M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	22.0 / 46.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	0.0 / 22.0 FT	0.0 / 0.0 FT	0.0 / 4.0 FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	6.7 / 14.0 M	6.7 / 6.7 M	6.7 / 6.7 M	6.7 / 6.7 M	0.0 / 6.7 M	0.0 / 0.0 M	0.0 / 1.2 M
Shoulder Range (FT)	0.0 / 10.0 FT	4.0 / 10.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	4.0 / 8.0 FT	8.0 / 10.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	5.0 / 8.0 FT	0.0 / 8.0 FT	6.0 / 13.0 FT
Shoulder Range (M)	0.0 / 3.0 M	1.2 / 3.0 M	0.6 / 2.4 M	0.6 / 2.4 M	1.2 / 2.4 M	2.4 / 3.0 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	1.5 / 2.4 M	0.0 / 2.4 M	1.8 / 4.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	* FT / * M	* FT / * M	* FT / * M	170 FT / 51.82 M	170 FT / 51.82 M	** FT / ** M	** FT / ** M	** FT / ** M	** FT / ** M	** FT / ** M	172 FT / 52.43 M	172 FT / 52.43 M
Facility: Existing	2C	2C	2C	2C	2C	4E/4F	4E	4E/4F	4E/4F	4F	2C	2C
2025 Concept / UTC	2C(I) / 2C(I)	2C (I) / 2C (I)	2C(I) / 2C(I)	4E / 4E	4E / 4E	4F / 4F	4F / 4F	4F / 4F	4F / 4F	4F / 4F	4E / 4F	4E / 4F
Passing Lanes	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
LOS: 2002	C	C	C	C	C	A	B	B	B	A	D	D
2010 / 2025	C / C	C / C	C / C	C / D	C / D	B / C	B / C	C / D	B / C	A / B	E / E	E / F
2025 Concept	C	C	C	C	C	C	C	C	C	C	C	C
Deficiency/Year Deficient	NO / N/A	NO / N/A	NO / N/A	Yes / 2025	YES / 2025	NO / N/A	NO / N/A	YES / 2025	YES / 2010	NO / N/A	YES / 2000	YES / 2000
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	YES	YES	NO	NO	YES	YES	YES
LOS W/ Concept Improvement	N/A	N/A	N/A	A	A	B	C	D+	C	N/A	B	B
Directional Split (Peak Hour)	56/44	56/44	56/44	62/38	62/38	76/24	76/24	57/43	57/43	57/43	57/43	57/43
AADT: 2002	1,300	4,200	2,200	6,400	6,600	14,400	13,600	16,600	21,500	15,800	13,600	13,700
2010 / 2025	1,700 / 2,500	4,900 / 6,300	2,700 / 3,800	8,200 / 11,700	8,100 / 11,000	17,700 / 24,200	16,200 / 21,100	20,400 / 27,900	26,400 / 35,900	18,800 / 24,300	16,700 / 22,600	19,100 / 31,900
Peak Hour: 2002	221	462	264	832	792	1,158	1,503	1,834	1,537	1,043	1,496	1,370
2010 / 2025	290 / 420	540 / 690	330 / 460	1,070 / 1,520	970 / 1,320	1,420 / 1,950	1,790 / 2,330	2,260 / 3,080	1,890 / 2,570	1,240 / 1,600	1,840 / 2,480	1,910 / 3,190
% Trucks: AADT / Peak Hour	35 / 22 %	35 / 22 %	35 / 22 %	36 / 25 %	36 / 25 %	20 / 17 %	20 / 17 %	20 / 17 %	20 / 17 %	13 / 10 %	11 / 17 %	20 / 17 %

Summary Chart

LEGEND
Conventional
Expressway
Freeway
Number of Lanes
2
4
6
8
* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane Freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization, and traffic signals.

LOS: the current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity-improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

++ No improvement identified in RTP-deficient segment.

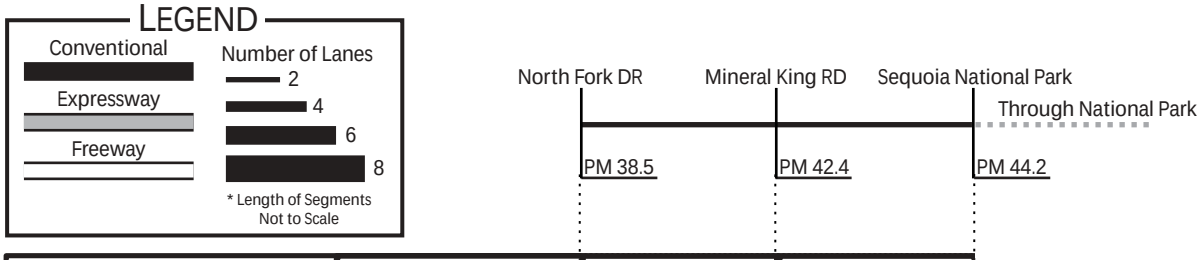
* The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

** ROW generally same as existing but does not include interchanges or overcrossing ROW.

SEGMENT	13	14	15	16	17	18	19	20	21	22	23	24
County / Route	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	TULARE / 198	FRESNO / 198	TULARE / 198	TULARE / 198	TULARE / 198
Description Begin	0.3 MI E of RD 68	0.3 MI E of RD 8	RD 102	0.3 MI E of West Main ST	0.1 MI W of Packwood Creek	RD 164	Outside Canal	SR 65	SR 245	0.1 MI E of RD 244	RD 248	MORO RD
Description End	0.3 MI E of RD 80	RD 102	0.3 MI E of West Main ST	0.1 MI W of Packwood Creek	RD 164	Outside Canal	SR 65	SR 245	0.1 MI E RD 244	RD 248	MORO RD	North Fork DR
Postmile Limits Begin/End	3.3 / 4.9	4.9 / 7.0	7.0 / 8.4	8.4 / 12.7	12.7 / 14.6	14.6 / 16.6	16.6 / 18.8	18.8 / 19.8	19.8 / 26.9	26.9 / 28.3	28.3 / 35.9	35.9 / 38.5
Kilopost Limits Begin/End	5.3 KP / 7.9 KP	7.9 KP / 11.3 KP	11.3 KP / 13.5 KP	13.5 KP / 20.4 KP	20.4 KP / 23.5 KP	23.5 KP / 26.7 KP	26.7 KP / 30.3 KP	30.3 KP / 31.9 KP	31.9 KP / 43.3 KP	43.3 KP / 45.5 KP	45.5 KP / 57.8 KP	57.8 KP / 62.0 KP
Length (MI/KM)	1.6 MI / 2.6 KM	2.1 MI / 3.4 KM	1.4 MI / 2.3 KM	4.3 MI / 6.9 KM	1.9 MI / 3.1 KM	2.0 MI / 3.2 KM	2.2 MI / 3.5 KM	1.0 MI / 1.6 KM	7.1 MI / 11.4 KM	1.4 MI / 2.3 KM	7.6 MI / 12.2 KM	2.6 MI / 4.2 KM
Rural / Urban	URBAN	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	ROLLING	ROLLING	ROLLING
Biological Resource Sensitivity	NO	NO	NO	YES	NO	NO	YES	YES	YES	NO	NO	YES
Historical Resources	NO	NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	YES
ROW: Range Existing (FT)	140.0 / 300.0 FT	218.0 / 218.0 FT	218.0 / 218.0 FT	142.0 / 244.0 FT	107.0 / 144.0 FT	135.0 / 162.0 FT	135.0 / 200.0 FT	60.0 / 140.0 FT	80.0 / 80.0 FT	80.0 / 100.0 FT	80.0 / 137.0 FT	80.0 / 150.0 FT
ROW: Range Existing (M)	42.7 / 91.4 M	66.4 / 66.4 M	66.4 / 66.4 M	43.3 / 74.4 M	32.6 / 43.9 M	41.1 / 49.4 M	41.1 / 61.0 M	18.3 / 42.7 M	24.4 / 24.4 M	24.4 / 30.5 M	24.4 / 41.8 M	24.4 / 45.7 M
Median Range (FT)	22.0 / 99.0 FT	22.0 / 22.0 FT	22.0 / 46.0 FT	22.0 / 46.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	0.0 / 22.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 4.0 FT	0.0 / 0.0 FT
Median Range (M)	6.7 / 30.2 M	6.7 / 6.7 M	6.7 / 14.0 M	6.7 / 14.0 M	6.7 / 6.7 M	6.7 / 6.7 M	6.7 / 6.7 M	0.0 / 6.7 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 1.2 M	0.0 / 0.0 M
Shoulder Range (FT)	7.0 / 13.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	0.0 / 8.0 FT	8.0 / 8.0 FT	5.0 / 8.0 FT	0.0 / 10.0 FT	0.0 / 8.0 FT	1.0 / 8.0 FT
Shoulder Range (M)	2.1 / 4.0 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	2.4 / 2.4 M	0.0 / 2.4 M	2.4 / 2.4 M	1.5 / 2.4 M	0.0 / 3.0 M	0.0 / 2.4 M	0.3 / 2.4 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M	* FT / * M
Facility: Existing	4F	4F	4F	4F	4F	4F	4E	4E	2C	2C	2C	2C
2025 Concept / UTC	4F / 4F	4F / 6F	4F / 6F	4F / 6F	4F / 4F	4F / 4F	4E / 4E	4E / 4E	2C(I) / 2C(I)	2C(I) / 2C(I)	2C(I) / 2C(I)	2C(I) / 2C(I)
Passing Lanes	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	NO
LOS: 2002	B	B	C	C	B	A	A	A	C	D	E	E
2010 / 2025	B / D	C / D	D / F ++	D / F ++	B / C	A / B	A / B	A / A	C / D	D / D	E / E	E / E
2025 Concept	D	D	D	D	C	C	C	C	D	D	E	E
Deficiency/Year Deficient	NO / N/A	NO / N/A	YES / 2025	YES / 2025	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A	NO / N/A
Project in STIP/RTP (Y/N)	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	57/43	57/43	57/43	57/43	57/43	57/43	60/40	60/40	60/40	60/40	60/40	60/40
AADT: 2002	24,700	29,200	34,100	40,100	21,800	16,500	15,800	10,300	7,400	4,800	3,400	3,500
2010 / 2025	32,600 / 48,900	34,900 / 45,800	46,700 / 75,700	50,300 / 71,000	27,400 / 37,900	20,500 / 28,200	20,400 / 29,400	12,700 / 17,100	8,800 / 11,200	5,300 / 5,700	3,800 / 3,900	3,900 / 3,900
Peak Hour: 2002	1,655	1,956	2,285	2,607	1,275	965	924	603	666	690	600	550
2010 / 2025	2,180 / 3,280	2,340 / 3,070	3,130 / 5,070	3,290 / 4,610	1,600 / 2,220	1,200 / 1,650	1,200 / 1,720	740 / 1,000	790 / 1,010	760 / 810	660 / 690	610 / 620
% Trucks: AADT / Peak Hour	12 / 9 %	12 / 9 %	8 / 7 %	8 / 7 %	11 / 9 %	11 / 9 %	11 / 9 %	16 / 8 %	16 / 8 %	16 / 8 %	16 / 8 %	16 / 8 %

State Route 198

Summary Chart



Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane Freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPAs and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization, and traffic signals.

LOS: the current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity-improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

***** The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

****** ROW generally same as existing but does not include interchanges or overcrossing ROW.

SEGMENT	25	26
County / Route	TULARE / 198	TULARE / 198
Description Begin	North Fork DR	Mineral King RD
Description End	Mineral King RD	Sequoia National Park Boundary
Postmile Limits Begin/End	38.5 / 42.4	42.4 / 44.2
Kilopost Limits Begin/End	62.0 KP / 68.2 KP	68.2 KP / 71.1 KP
Length (MI/KM)	3.9 MI / 6.3 KM	1.8 MI / 2.9 KM
Rural / Urban	RURAL	RURAL
Terrain	ROLLING	ROLLING
Biological Resource Sensitivity	YES	NO
Historical Resources	YES	NO
ROW: Range Existing (FT)	60.0 / 80.0 FT	60.0 / 60.0 FT
ROW: Range Existing (M)	18.3 / 24.4 M	18.3 / 18.3 M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M
Shoulder Range (FT)	1.0 / 8.0 FT	1.0 / 2.0 FT
Shoulder Range (M)	0.3 / 2.4 M	0.3 / 0.6 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	* FT / * M	* FT / * M
Facility: Existing	2C	2C
2025 Concept / UTC	2C(I) / 2C(I)	2C(I) / 2C(I)
Passing Lanes	NO	NO
LOS: 2002	E	E
2010 / 2025	E / E	E / E
2025 Concept	E	E
Deficiency/Year Deficient	NO / N/A	NO / N/A
Project in STIP/RTP (Y/N)	NO	NO
LOS W/ Concept Improvement	N/A	N/A
Directional Split (Peak Hour)	60/40	60/40
AADT: 2002	3,500	1,400
2010 / 2025	3,900 / 3,900	1,500 / 1,600
Peak Hour: 2002	560	180
2010 / 2025	620 / 640	200 / 220
% Trucks: AADT / Peak Hour	16 / 8 %	16 / 8 %

pages

Segment:	1 of 26	**County:**	FRESNO	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	21.2	**Length (KM):**	34.1	**From:**	Monterey Co. line		
Begin PM:	0.0	**Begin KP:**	0.0				
End PM:	21.2	**End KP:**	34.1	**To:**	Firestone Ave.		

Functional Classification: Minor Arterial

Route Designations:

Nat'l Hwy System (NHS)	NO	IRRS	NO	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	NO			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	NO	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	YES	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	C
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	60.0 / 150.0
Meters (from/to):	18.3 / 45.7

Ultimate Right-of-Way

Feet:	*
Meters:	*

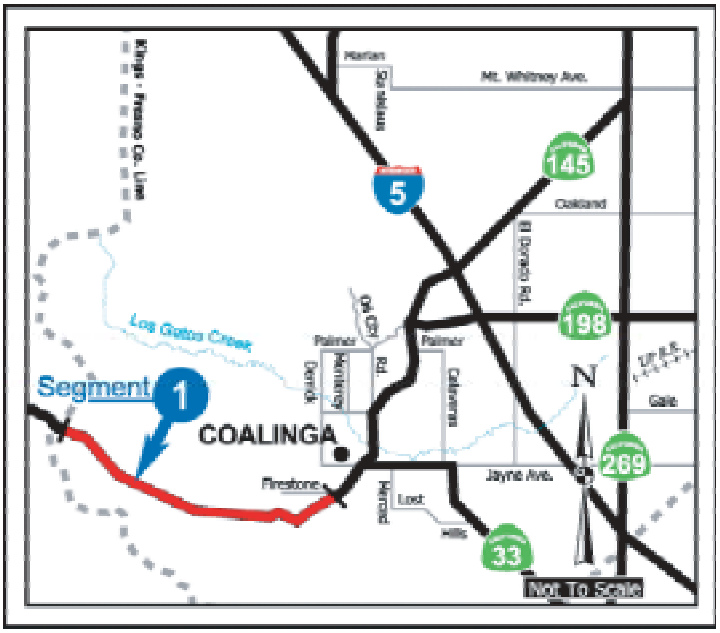
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 1 begins at the Monterey County line and ends at Firestone Avenue in Coalinga. This segment begins in a mountainous area and transitions to level terrain. It is presently a 2-lane Conventional highway. The highway crosses Warthan and Coalinga Creeks, and the Coalinga Hot Springs Canal in the mountains. Segment 1 traverses rangeland and a few single-family residences.

The environmental issues are: topographic constraints, paleontologic considerations, possible wetlands issues at water crossings, and threatened or endangered species.

This segment is expected to operate at LOS C over the next 25 years with LOS C as the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The performance of this segment is projected to remain at LOS C through 2025, and is the Concept LOS of C. There will be ongoing operational improvements, as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan:	City of Coalinga General Plan Fresno County/LOS C (CALTRANS)
General Plan and/or RTP Classification Standards:	Arterial

Intelligent Transportation Systems (ITS):

There are plans for a weather station at PM 0.0/42.7. Refer to the Programmed SHOPP project below. Operational/safety efficiency will be enhanced by deployment of Intelligent Transportation Systems (ITS) technology which may include, but not be limited to; weather and pavement condition sensors, Changeable Message Signs (CMS), improved lane markers and Call Boxes.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2**003 SHOPP Candidate:** FRE 198 PM 0.0/42.7 - from the Monterey County line to Firestone Ave: I*nstall Weather Stations*: 2008/2009

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

There are demand response transit service within the sphere of influence of the City of Coalinga, provided by Coalinga Transit.

Comments:

*The Ultimate ROW is generally the same as existing except where geometric or operational improvements may be required, i.e., 2C(I) - 2-lane Conventional highway improved.
** ROW generally is the same as existing, but does not include interachanges or overcrossing ROW.

Segment:	2 of 26	**County:**	FRESNO	**Route:**	198	**Rural or Urban:**	Urban
Length (MI):	1.5	**Length (KM):**	2.4	**From:**	Firestone Ave, urban boundary of Coalinga		
Begin PM:	21.2	**Begin KP:**	34.1				
End PM:	22.7	**End KP:**	36.5	**To:**	South JCT SR 33		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	NO	IRRS	NO	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	NO			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	NO	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C (I)
Ultimate Facility	2C (I)
2002 LOS	C
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 60.0 / 150.0

Meters (from/to): 18.3 / 45.7

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 2 begins at Firestone Avenue and ends at the north boundary line of Coalinga, which is at the south junction of Route 33. This segment covers level terrain through Coalinga and crosses the Los Gatos Creek. It is presently a 2-lane Conventional highway, with land uses consisting of retail services and commercial businesses, rural residential, and agriculture. There are no known environmental constraints at the present time.

This segment is expected to operate at LOS C over the next 25 years. It is between two rural segments. For continuity purposes it has a Concept LOS of C as opposed to a Concept LOS of D normally designated to urban segments.

Route Concept Deficiencies/Improvements

This is not a deficient segment. The performance of this segment is projected to remain at LOS C through 2025. This performance level will meet the Concept LOS. There will be ongoing operational improvements, as needed. There are several intersections, in and near Coalinga, that need to be addressed for improvement of the LOS at these locations.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: City of Coalinga General Plan
Fresno County/LOS C (CALTRANS)

General Plan and/or RTP Classification Standards: Expressway

Intelligent Transportation Systems (ITS):

Changeable Message Sign (CMS) in the proximity west of Lucille Street and east of Interstate 5 in the vicinity of Coalinga. Fresno SR 198 PM 21.7, *KP 34.9* and Weather Stations between PM 0.0 - 42.7, *KP 0.0 - 68.7*. Refer to the Planned SHOPP Candidate project below.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2004 SHOPP Candidate:
Fresno SR 198 PM 0.0 - 42.7, *KP 0.0 - 68.7*- from Firestone Ave to South JCT SR 33: *install Weather Stations:* 2008/2009

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Coalinga Transit with fixed and/or demand response options. There is interregional transit service provided by Greyhound at the I-5/SR 198 Interchange bus stop with connections to the Coalinga Transit service in this segment .

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	3 of 26	**County:**	FRESNO	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	4.1	**Length (KM):**	6.6	**From:**	South JCT SR 33		
Begin PM:	22.7	**Begin KP:**	36.5				
End PM:	26.8	**End KP:**	43.1	**To:**	SR 198/I-5 Separation		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	NO	IRRS	NO	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	NO			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	NO	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	C
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	60.0 / 100.0
Meters (from/to):	18.3 / 30.5

Ultimate Right-of-Way

Feet:	*
Meters:	*

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 3 begins at the south junction of Route 33 to the Route 198/I-5 Separation. This segment crosses level terrain in the Coalinga area to I-5. It is presently a rural 2-lane Conventional highway, with agriculture as the predominant land use. A low range of hills exists between Coalinga and I-5. The environmental issues are: topographic constraints, paleontologic considerations, potential wetlands at water crossings, and threatened or endangered species.

This segment is expected to operate at LOS C over the next 25 years. LOS C is the Concept LOS due to the rural interregional importance of the segment.

Route Concept Deficiencies/Improvements

This is not a deficient segment. The performance of this segment is projected remain at LOS C through 2025. This performance level will meet the Concept LOS. There will be ongoing operational improvements, as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan:	Fresno County LOS C (Caltrans)
General Plan and/or RTP Classification Standards:	Expressway

Intelligent Transportation Systems (ITS):

There are plans for Weather Stations between PM 0.0 - 42.7, *KP 0.0 - 68.7*. Refer to the Planned SHOPP Candidate project below.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2004 SHOPP Candidate: Fresno SR 198 PM 0.0 - 42.7, *KP 0.0 - 68.7 - from the South JCT of SR 33 to SR 198/I-5 Seperation: install Weather Stations*: various locations (2009-2010).

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Coalinga Transit with fixed and/or demand response options. There is no interregional transit service in this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	4 of 26	**County:**	FRESNO	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	15.9	**Length (KM):**	25.6	**From:**	SR 198/I-5 Separation		
Begin PM:	26.8	**Begin KP:**	43.1				
End PM:	42.7	**End KP:**	68.7	**To:**	Kings County line		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	YES			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	4E
2002 LOS	C
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	60.0 / 66.0
Meters (from/to):	18.3 / 20.1

Ultimate Right-of-Way

Feet:	170
Meters:	51.82

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 4 traverses rural lands beginning at the Route 198/I-5 Separation and ending at the Kings County line. It is presently a 2-lane Conventional highway on level terrain. Route 198 in this area is traveler-oriented and has a private landing strip near I-5. The land use consists of an airstrip, agricultural land, oil fields on the east and west of I-5, and the California Aqueduct north of Huron, which is in a flood plain.

There are topographic constraints include: paleontologic sensitivity in the hills, the location of an airstrip, ROW acquisition, agricultural land, oil fields, and threatened or endangered species in the area of the California Aqueduct.

With improvement from a 2-lane Conventional to a 4-lane Expressway, this segment will operate at LOS A by 2025. It has a Concept LOS of C because of the rural interregional importance of the segment.

Route Concept Deficiencies/Improvements

Without improvement, the performance of this segment will drop from LOS C in 2010 to LOS D by 2025. The planned improvement of a 4-lane Expressway will enhance segment capacity and improve performance from LOS C in 2010 to LOS A by 2025.

Year Deficient: 2025

LOS with Improvement (2025): A

Local and/or RTP LOS Standards:

General Plan:	Fresno County LOS C (Caltrans)
General Plan and/or RTP Classification Standards:	Expressway

Intelligent Transportation Systems (ITS):

Changeable Message Sign (CMS) in the proximity of W/B Interstate 5. Fresno SR 198 at PM 28.93, *KP 46.5* and Weather Stations between PM 0.0 - 42.7, *KP 0.0 - 68.7*. Refer to the Planned SHOPP Candidate project below.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2004 SHOPP Candidate: Fresno SR 198 PM 0.0 - 42.7, *KP 0.0 - 68.7 - from SR 198/I-5 Separation to Kings County line: install Weather Stations*: (2009-2010).

2000 ITSP: Fresno PM 26.8-42.0, *KP 43.1-67.5*: *2-lane Conventional highway to 4-lane Expressway* (2009-2020).

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Coalinga Transit, but with limited service between I-5 and SR 269 before turning south to Huron.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	5 of 26	**County:**	KINGS	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	3.0	**Length (KM):**	4.8	**From:**	Fresno County line		
Begin PM:	0.0	**Begin KP:**	0.0				
End PM:	3.0	**End KP:**	4.8	**To:**	Lemoore Naval Air Station main gate		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	YES			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	4E
2002 LOS	C
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	60.0 / 166.0
Meters (from/to):	18.3 / 50.6

Ultimate Right-of-Way

Feet:	170
Meters:	51.82

*** or ** See comments below for additional Ultimate ROW information**

Description - Land Use - Rationale:

Segment 5 begins at the Fresno County line and ends at the Lemoore Naval Air Station main gate. This segment covers level terrain. It is presently a 2-lane Conventional highway, with 66' of ROW and striped medians.

For the most part, the area is rural with agriculture as the predominant land use. This segment traverses the Kings River, where riparian vegetation exists. The environmental issues include: possible wetlands issues, water crossings, and threatened or endangered species.

With improvement from a 2-lane Conventional to a 4-lane Expressway, this segment will operate at LOS A by 2025. It has a Concept LOS of C due to the rural interregional importance of the segment.

Route Concept Deficiencies/Improvements

Without improvement, the performance of this segment will drop from LOS C in 2010 to LOS D by 2025. The Planned improvement of a 4-lane Expressway will enhance segment capacity and improve performance from LOS C in 2010 to LOS A by 2025.

Year Deficient: 2025

LOS with Improvement (2025): A

Local and/or RTP LOS Standards:

General Plan:	Kings County LOS C (Caltrans)
General Plan and/or RTP Classification Standards:	Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) in the proximity east of the main gate at Lemoore Naval Air Station at PM 3.0, *KP 4.8*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM 0.0 - 2.8, *KP 0.0 - 4.5 from Fresno County line to Lemoore Naval Air Station: 2-lane Conventional highway to 4-lane Expressway - In Lemoore (2009-2020).*

2001 RTP: Kings SR 198 PM 0.0 - 2.8 , *KP 0.0 - 4.5: Construct passing lanes from Fresno County line to the Lemoore Naval Air Station (>2025).*

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no projects programmed in this segment.

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	6 of 26	**County:**	KINGS	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	5.9	**Length (KM):**	9.5	**From:**	Lemoore Naval Air Station main gate		
Begin PM:	3.0	**Begin KP:**	4.8				
End PM:	8.9	**End KP:**	14.3	**To:**	SR 41/198 Separation		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E/4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	A
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	166.0 / 166.0
Meters (from/to):	50.6 / 50.6

Ultimate Right-of-Way

Feet:	**
Meters:	**

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 6 begins at the Lemoore Naval Air main gate and ends at the Route 41/198 separation. The segment covers level terrain through Lemoore. It is presently a 4-lane Expressway with land uses consisting of agriculture, and the Lemoore Naval Air Station (LNAS). Note: The LNAS is one of the U.S. Navy master jet bases in the United States.

The environmental issues are: possible wetlands issues, existing physical constraints at water crossings, threatened or endangered species, the noise level at Lemoore Naval Air Station, and safety concerns due to the possibility of aircraft accidents.

With improvement from a 4-lane Expressway to a 4-lane Freeway, this segment is expected to operate at LOS B by 2025. This segment has a Concept LOS of C due to the its rural interregional importance.

Route Concept Deficiencies/Improvements

Completion of the 4-lane Freeway will further enhance the capacity and performance of this segment and help to maintain the Concept LOS C.

Year Deficient: N/A

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan:	Kings County LOS C (Caltrans)
General Plan and/or RTP Classification Standards:	Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) in the proximity east of the main gate at Lemoore Naval Air Station at PM 3.0, *KP 4.8*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM 8.6 - 9.7, *KP 13.8* - 15.6 - In Lemoore at Lemoore Naval Air Station gate to SR 41/198 Separation: *4-lane Expressway to 4-lane Freeway/Close Freeway gap - Construct interchange. (1998-2008).*

2001 RTP: Kings SR 198 PM 7.16 - At 21st Ave: C*onstruct interchange* (>2025)

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Kings SR 198 PM 8.6 - 9.7, *KP 13.8 - 15.6* - in Lemoore at 19th Ave: C*onstruct interchange*

Begin Construction: 2005/06
Complete Construction: 2006/07

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	7 of 26	**County:**	KINGS	**Route:**	198	**Rural or Urban:**	Urban
Length (MI):	2.0	**Length (KM):**	3.2	**From:**	SR 41/198 Separation		
Begin PM:	8.9	**Begin KP:**	14.3				
End PM:	10.9	**End KP:**	17.5	**To:**	0.3 MI E of 18th Ave		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E/4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	B
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	142.0 / 142.0
Meters (from/to):	43.3 / 43.3

Ultimate Right-of-Way

Feet:	**
Meters:	**

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 7 begins at the Route 41/198 Separation and ends east of 18th Avenue. The segment covers level terrain in Lemoore. Presently it is a 4-lane Expressway with land uses consisting primarily of agriculture, parks, residential, industrial, commercial, and open space west of SR 41 and north of SR 198. Constraints to expansion include: a golf course, a housing development, and the Route 41 interchange.

Environment issues include: potential wetlands issues, existing physical constraints at water crossings, and threatened or endangered species. The environmental and agricultural factors could impact ROW acquisition for Freeway improvements. With improvement from a 4-lane Expressway to a 4-lane Freeway, this segment is expected to operate at LOS C by 2025. It has a Concept LOS of C due to the rural interregional importance of the segment.

Route Concept Deficiencies/Improvements

Completion of the 4-lane Freeway will further enhance the capacity and performance of this segment and help to maintain the Concept LOS C.

Year Deficient: N/A

LOS with Improvement (2025): C

Local and/or RTP LOS Standards:

General Plan: Kings County
LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM 8.6 - 9.7, *KP 13.8* - 15.6 - In Lemoore at Lemoore Naval Air Station gate to 41/198 Separation: *4-lane Expressway to 4-lane Freeway/close Freeway gap: construct interchange* (1998-2008)

2001 RTP: Kings SR 198 PM 7.16 *KP 11.5* - At 21st Ave - C*onstruct interchange.* (>2025)

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Kings SR 198 PM 8.6 - 9.7, *KP 13.8 - 15.6* - in Lemoore at 19th Ave: C*onstruct interchange*

Begin Construction: 2005/06
Complete Construction: 2006/07

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	8 of 26	**County:**	KINGS	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	5.5	**Length (KM):**	8.9	**From:**	0.3 MI E of 18th Ave		
Begin PM:	10.9	**Begin KP:**	17.5				
End PM:	16.4	**End KP:**	26.4	**To:**	0.5 MI W 12th Ave		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E/4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	B
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	142.0 / 166.0
Meters (from/to):	43.3 / 50.6

Ultimate Right-of-Way

Feet:	**
Meters:	**

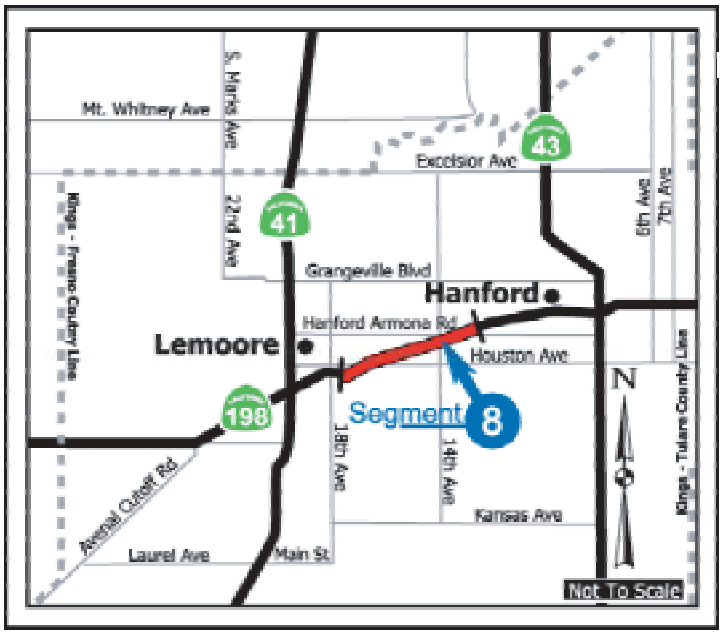
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 8 begins east of 18th Avenue and ends a half-mile west of 12th Avenue. This segment covers level terrain in Hanford. It is presently a 4-lane Expressway, with land uses consisting of ranching and agriculture.

Environmental constraints include: a golf course at 18th Avenue and a housing development.

This segment is expected to be improved to a 4-lane Freeway. However this will not be enough to maintain the Concept LOS of C through 2025. The Concept LOS is C due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment will be deficient by 2025 even with upgrading to a 4-lane Freeway. Further improvement options should be considered.

Year Deficient: 2025

LOS with Improvement (2025): D+

Local and/or RTP LOS Standards:

General Plan:	Kings County LOS C
General Plan and/or RTP Classification Standards:	Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2001 RTP: Kings SR 198 PM 12.7, *KP 20.4* - from 16th Avenue and near east 18th Ave: *Construct O/C* (>2025).

2004 SHOPP Candidate: Kings SR 198 PM R14.7/R18, *KP 23.7 - 28.9* - In Hanford from 14th Avenue to 11th Avenue: *Deck rehab for 3 bridges* (2007-2008).

RTP/2004 STIP Candidate: Kings SR 198 PM R10.5, *KP 16.96* -In Lemoore at 18th Avenue to west of 12th Ave: *Construct Interchange (*Future*).*

RTP/2004 STIP Candidate: K*ings SR 198 PM R16.8, KP27.04* - In Hanford near 12th Ave to west of 12th Ave: *Construct Interchange (*Future).

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

Transit service is provided by Kings Area Rural Transit. There is interregional transit service provided on a parallel route to the south of SR 198 by Orange Belt Stages.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	9 of 26	**County:**	KINGS	**Route:**	198	**Rural or Urban:**	Urban
Length (MI):	4.0	**Length (KM):**	6.4	**From:**	0.5 MI W 12th Ave		
Begin PM:	16.4	**Begin KP:**	26.4				
End PM:	20.4	**End KP:**	32.8	**To:**	0.5 MI W SR 43/198 Separation		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E/4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	B
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	142.0 / 166.0
Meters (from/to):	43.3 / 50.6

Ultimate Right-of-Way

Feet:	**
Meters:	**

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 9 begins at 12th Avenue and ends a half-mile west of the Route 43/198 Separation. The segment covers level terrain in Hanford. It is presently a 4-lane Expressway, with mixed land uses consisting of retail businesses and commercial establishments.

The environmental issue is the ROW acquisition in constructing an interchange at 9th Avenue.

With improvement from a 4-lane Expressway to a 4-lane Freeway, the facility will operate at LOS C through 2025. It is between two rural segments. For continuity purposes, it has a Concept LOS of C as opposed to a Concept LOS of D normally designated to urban segments.

Route Concept Deficiencies/Improvements

Completion of the 4-lane Freeway will help to maintain the Concept LOS of C for this segment.

Year Deficient: N/A

LOS with Improvement (2025): C

Local and/or RTP LOS Standards:

General Plan: Kings County/LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2001 RTP: Kings SR 198 PM R19.7 - R20.3, *KP 31.7 - 32.7* at 9th Ave: C*onstruct interchange* (2007/2008). Also STIP Candidate - Future.

2004 SHOPP Candidate: Kings SR 198 PM R14.7- R18, *KP 23 - 28.9* - In Hanford from 14th Avenue to 11th Avenue: D*eck rehab for 3 bridges* (2007-2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1999 SHOPP: Kings SR 198 PM R16.7 - R20.9, *KP 26.9 - 33.6* - In Hanford from 12th Ave. OC to Route 43/198 Separation: *Highway planting and irrigation.*

Begin Construction: 2001/2002
Complete Construction: 2004/2005

2002A SHOPP: Kings SR 198 16.4 - R17.7, KP 0.8 - 0.1 - Near Hanford from west of 12th Ave. overcrossing to west of 11th Avenue undercrossing*: Construct median barrier*

Begin Construction: 2002/2003
Complete Construction: 2002/2003

Transit Services:

Transit service is provided by Kings Area Rural Transit. An interregional transit service is provided on a parallel route south of SR 198 by Orange Belt Stages. A north-south interregional transit service is provided by AMTRAK San Joaquin on the BNSF railroad in Hanford, west of SR 43.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	10 of 26	**County:**	KINGS	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	1.9	**Length (KM):**	3.1	**From:**	0.5 Mi W 43/198 Separation		
Begin PM:	20.4	**Begin KP:**	32.8				
End PM:	22.3	**End KP:**	35.9	**To:**	7th Ave		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	A
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 80.0 / 142.0

Meters (from/to): 24.4 / 43.3

Ultimate Right-of-Way

Feet: **

Meters: **

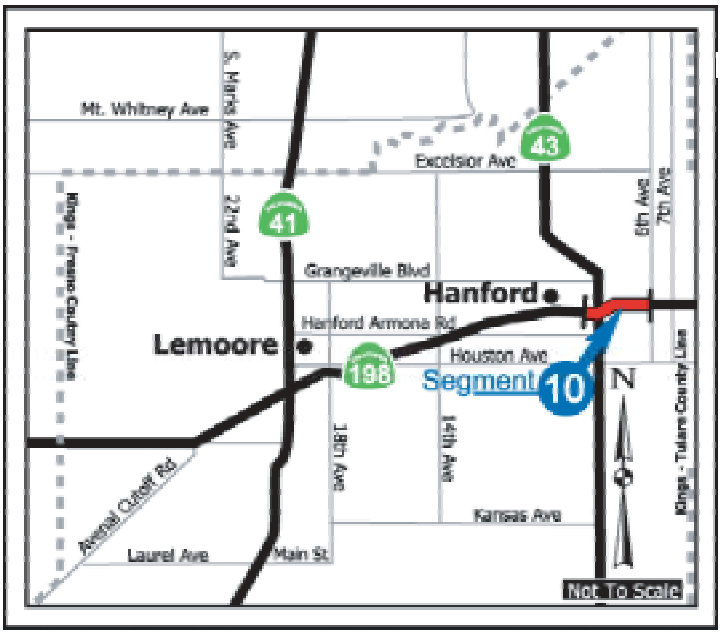
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 10 begins half-mile west of the Route 43/198 Separation and ends at 7th Avenue. The segment covers level terrain. It is presently a 4-lane Freeway with land uses such as dairies, farmland, and rangeland. There are also two schools located in the area; north of SR 198 is Kit Carson Elementary School on 7th Avenue, and south of SR 198 is Delta View Elementary School near First Avenue.

Impediments to expansion of the route include: ROW acquisition, endangered species, and aesthetic/historic concerns regarding walnut and eucalyptus trees lining the roadway.

This segment is expected to operate at LOS B by the year 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The projected performance of LOS B by 2025 will exceed the Concept LOS C designated to this segment.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Kings County LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) near 7th Avenue at PM 21.5 and a Closed Circuit Television (CCTV) near SR 43 at PM 20.9, *KP 33.6*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM T21.5 -28.3, *KP 34.6 - 5.5* and Tulare SR 198 PM 0.0 - R3.3, *KP 0.0 - 5.3* - Near Hanford east of Route 43 to west of Route 99 near Visalia: *2-lane Conventional highway to 4-lane Expressway* (Combined STIP Project - Segments 10,11, and 12 - 1998 - 2008).

2001 Kings County RTP: Project limits same as above (2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Same as planned projects section except: *2-lane Conventional highway to 4-lane Expressway* is on the north side (Combined ITSP Project - Segments 10, 11, and 12).

Begin Construction: 2005/2006
Complete Construction: 2008/2009

Transit Services:

Transit service is provided by Kings Area Rural Transit. An interregional transit service is provided on a parallel route south of SR 198 by Orange Belt Stages. A north-south interregional transit service is provided by AMTRAK San Joaquin on the BNSF railroad in Hanford, west of SR 43.

Comments:

*The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	11 of 26	**County:**	KINGS	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	6.0	**Length (KM):**	9.7	**From:**	7th Ave		
Begin PM:	22.3	**Begin KP:**	35.9				
End PM:	28.3	**End KP:**	45.5	**To:**	Tulare County line		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE, F	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	YES	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	NO	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	4F
2002 LOS	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 80.0 / 90.0

Meters (from/to): 24.4 / 27.4

Ultimate Right-of-Way

Feet: 172

Meters: 52.43

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 11 begins at 7th Avenue to the Tulare County line. This segment covers level terrain. It is presently a 2-lane Conventional highway with mixed land uses such as agriculture, dairies, and produce. Walnut and eucalyptus trees exist on each side of the highway. This segment crosses over the Eastside Canal and Cross Creek, also south of SR 198 is Delta View Elementary School.

The environmental issues include: ROW acquisition, noise impact to schools, threatened or endangered species associated with Cross Creek, and historic resources such as the canal and mature trees in the area.

This portion of SR 198 has a Concept LOS of C, due to the rural interregional importance of the segment. Upgrading this segment from a 2-lane Conventional highway to a 4-lane Expressway will improve its performance from LOS D to LOS B.

Route Concept Deficiencies/Improvements

This segment is deficient. Upgrading to a 4-lane Expressway will enhance capacity and improve the performance of this segment of SR 198.

Year Deficient: 2002

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan: Kings County
LOS C (Caltrans)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM T21.5 - 28.3, *KP 34.6 - 45.5* and Tulare SR 198 PM 0.0 - R3.3, *KP 0.0 - 5.3* - Near Hanford east of Route 43 to west of Route 99 near Visalia: *2-lane Conventional highway to 4-lane Expressway* (Combined STIP Project - Segments 10,11, and 12) 1998 - 2008.

2001 Kings County RTP: Project limits same as above (2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Same as planned projects section except: *2-lane Conventional highway to 4-lane Expressway* is on the north side (Combined ITSP Project - Segments 10, 11, and 12).

Begin Construction: 2005/2006
Complete Construction: 2008/2009

Transit Services:

Transit service is provided by Kings Area Rural Transit. Orange Belt Stages provides interregional transit service within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	12 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	3.3	**Length (KM):**	5.3	**From:**	Kings County line		
Begin PM:	0.0	**Begin KP:**	0.0				
End PM:	3.3	**End KP:**	5.3	**To:**	0.3 MI E of RD 68		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	4E
Ultimate Facility	4F
2002 LOS	D
Concept LOS	C

Existing Right-of-Way

Feet (from/to):	80.0 / 80.0
Meters (from/to):	24.4 / 24.4

Ultimate Right-of-Way

Feet:	172
Meters:	52.43

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 12 begins at the Kings County line and ends east of Road 68. The segment covers level terrain in Visalia. It is presently a 2-lane Conventional highway with land uses consisting of pastures, citrus groves, and dairies.

The environmental issues are: historic resources, the existing mature walnut and eucalyptus trees lining the roadway, and the urban development with ROW concerns.

At LOS D, this segment currently operates below the Concept LOS of C. Upgrading this segment from a 2-lane Conventional highway to a 4-lane Expressway will improve the performance to LOS B. The Concept LOS of C is due to the rural interregional importance of the segment.

Route Concept Deficiencies/Improvements

This segment is deficient. Upgrading to a 4-lane Expressway will enhance capacity and improve the performance of this segment of SR 198.

Year Deficient: 2000

LOS with Improvement (2025): B

Local and/or RTP LOS Standards:

General Plan:	Tulare County LOS C (Local Standards)
General Plan and/or RTP Classification Standards:	Principal Arterial

Intelligent Transportation Systems (ITS):

There is an existing Changeable Message Sign (CMS) at PM 1.53 E/B Road 56, along with a Weather Station at PM 1.51, *KP 2.4*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 ITSP: Kings SR 198 PM T21.5 - 28.3, *KP 34.6 - 45.5* and Tulare SR 198 PM 0.0 - R3.3, *KP 0.0 - R5.3* - Near Hanford east of Route 43 to west of Route 99 near Visalia: *2-lane Conventional highway to 4-lane Expressway* (Combined STIP Project - Segments 10,11, and 12 - 1998 - 2008).

2001 Kings County RTP: Project limits same as above (2008).

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Same as planned projects section except: *2-lane Conventional highway to 4-lane Expressway* is on the north side (Combined ITSP Project - Segments 10, 11, and 12).

Begin Construction: 2005/2006
Complete Construction: 2008/2009

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link. Greyhound providesa north-south service along the west side of SR 99. Kings Area Rural Transit provides fixed route service in Visalia.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	13 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Urban
Length (MI):	1.6	**Length (KM):**	2.6	**From:**	0.3 MI E of RD 68		
Begin PM:	3.3	**Begin KP:**	5.3				
End PM:	4.9	**End KP:**	7.9	**To:**	0.3 MI E of RD 80		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	B
Concept LOS	D

Existing Right-of-Way

Feet (from/to): 140.0 / 300.0

Meters (from/to): 42.7 / 91.4

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 13 begins east of Road 66 and ends east of Road 80. This segment covers level terrain in Visalia. It is presently a 4-lane Freeway with land uses consist of public facilities, residential, recreational, commercial, and industrial uses within the city of Visalia.

There are no known environmental constraints. This segment will operate at LOS D by 2025 with LOS D as the Concept LOS due to the urbanized nature of the segment.

Route Concept Deficiencies/Improvements

This segment will not be deficient by 2025. No improvement is needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (LOS Standards)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Closed Circuit Television (CCTV) at PM 3.71, *KP 5.9* and PM R4.8, *KP 7.7* at SR 99 and Plaza Drive.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998A STIP (Local) Tulare SR 198 PM 4.8, *KP 5.2* - in Visalia at Road 80 at Plaza Interchange: *modify interchange*

Begin Construction: 2005/2006
Complete Construction: 2007/2008

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link. Greyhound provides a north-south service along the west side of SR 99. Kings Area Rural Transit provides fixed route service in Visalia.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	14 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Urban
Length (MI):	2.1	**Length (KM):**	3.4	**From:**	0.3 MI E of RD 80		
Begin PM:	4.9	**Begin KP:**	7.9				
End PM:	7.0	**End KP:**	11.3	**To:**	RD 102		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	6F
2002 LOS	B
Concept LOS	D

Existing Right-of-Way

Feet (from/to): 218.0 / 218.0

Meters (from/to): 66.4 / 66.4

Ultimate Right-of-Way

Feet: *

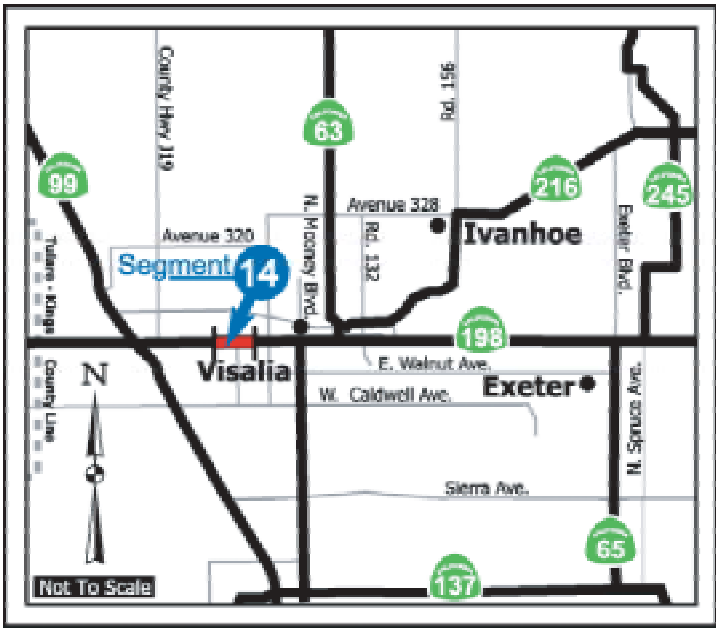
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 14 of Route 198 begins east of Road 80 and ends east of Road 102. This segment covers level terrain. It is presently a 4-lane Freeway with an Ultimate Facility for improvement as needed to construct a 6-lane Freeway. The land uses consist of: public facilities, residential, recreational, commercial, and industrial businesses. There are no known environmental constraints.

This segment is expected to operate at LOS D by 2025. LOS D is the Concept LOS due to the urbanized nature of the segment.



Route Concept Deficiencies/Improvements

This segment will not be deficient by 2025. No improvement is needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Changeable Message Sign (CMS) E/B of Route 99 at PM 5.5 and Closed Circuit Television (CCTV) near Akers Street at PM 6.8, *KP 10.9*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Tulare SR 198 PM R4.8 - R8.8, *KP 7.7 - 14.2* - Near Visalia from 0.2 MI, *0.4 KM* east of Plaza Drive to Route 198/63 Separation: P*lanting and irrigation*

Begin Construction: 2000/2001
Complete Construction: 2004/2005

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link. Greyhound provides a north-south service along the west side of SR 99.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	15 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Urban
Length (MI):	1.4	**Length (KM):**	2.3	**From:**	RD 102		
Begin PM:	7.0	**Begin KP:**	11.3				
End PM:	8.4	**End KP:**	13.5	**To:**	0.3 MI E of West Main ST		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	6F
2002 LOS	C
Concept LOS	D

Existing Right-of-Way

Feet (from/to): 218.0 / 218.0

Meters (from/to): 66.4 / 66.4

Ultimate Right-of-Way

Feet: *

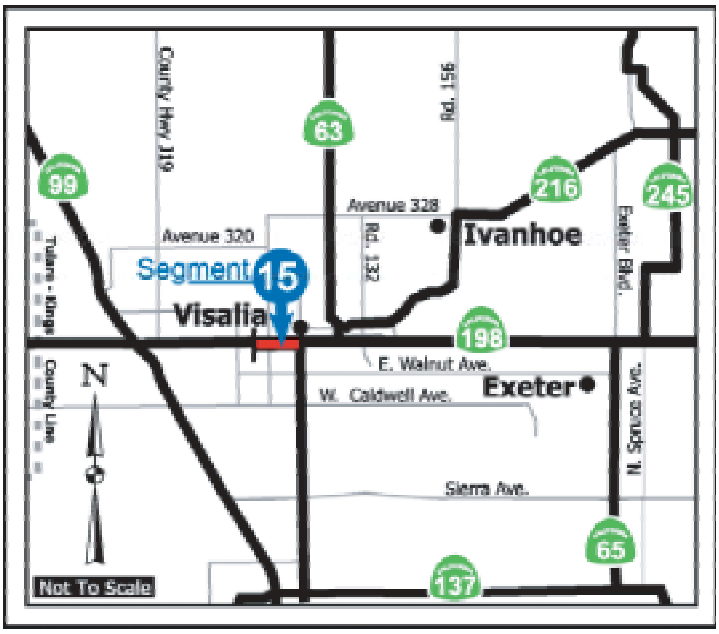
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 15 begins at Road 102 and traverses to 0.3 miles east of West Main Street and County Center Drive in Visalia. This segment covers level terrain in an urbanized area. It is presently a 4-lane Freeway with land uses consisting of: public facilities, residential, recreational, commercial, institutional, and industrial businesses. There are no known environmental constraints.

Without improvement the segment performance will drop from LOS D in 2010 to LOS F by 2025. The Concept LOS is D due to the urbanized character of the segment.



Route Concept Deficiencies/Improvements

The segment will be deficient after 2010. No improvement was proposed for this segment.

Year Deficient: 2025

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Principal Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Closed Circuit Television (CCTV) near Mooney Boulevard at PM R8.8, *KP 14.1*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 STIP: Tulare SR 198 PM R4.8 - R8.8, *KP 7.7 - 14.2 - N*ear Visalia from 0.2 MI, *0.4 KM* east of Plaza Drive to Route 198/63 Separation: P*lanting and irrigation*

Begin Construction: 2000/2001
Complete Construction: 2004/2005

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on this route through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	16 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Urban
Length (MI):	4.3	**Length (KM):**	6.9	**From:**	0.3 MI E of West Main ST		
Begin PM:	8.4	**Begin KP:**	13.5				
End PM:	12.7	**End KP:**	20.4	**To:**	0.1 MI W of Packwood Creek		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	C
Concept LOS	D

Existing Right-of-Way

Feet (from/to): 142.0 / 244.0

Meters (from/to): 43.3 / 74.4

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 16 begins east of West Main Street to west of Packwood Creek. This segment covers level terrain. It is presently a 4-lane Freeway with mixed land uses consisting primarily of: agriculture, rangeland, public facilities, residential, recreational, commercial, and industrial businesses. There are no known environmental constraints.

Without improvement the performance of this segment will drop from LOS D in 2010 to LOS F by 2025. The Concept LOS is D due to the urbanized character of the segment.

Route Concept Deficiencies/Improvements

The segment will be deficient after 2010. No improvement was proposed for this segment.

Year Deficient: 2025

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Freeway

Intelligent Transportation Systems (ITS):

There are plans for a Closed Circuit Television (CCTV) near Mooney Boulevard at PM R8.8, *KP 14.1*.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2000 Local Candidate: Tulare SR 198 - PM R10.2, *KP 16.4* - in Visalia at Santa Fe Avenue: C*onstruct overcrossing (2006/07)*

2002 Local Candidate: Tulare SR 198-R10.7, *KP 17.2* - In Visalia at Ben Maddox Way: *Widen and signalize offramp (2006/07)*

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

Visalia City Coach operates both fixed route and demand responsive options in the Visalia area. Additional transit services are available on this route through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	17 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	1.9	**Length (KM):**	3.1	**From:**	0.1 MI W of Packwood Creek		
Begin PM:	12.7	**Begin KP:**	20.4				
End PM:	14.6	**End KP:**	23.5	**To:**	RD 164		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	B
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 107.0 / 144.0

Meters (from/to): 32.6 / 43.9

Ultimate Right-of-Way

Feet: *

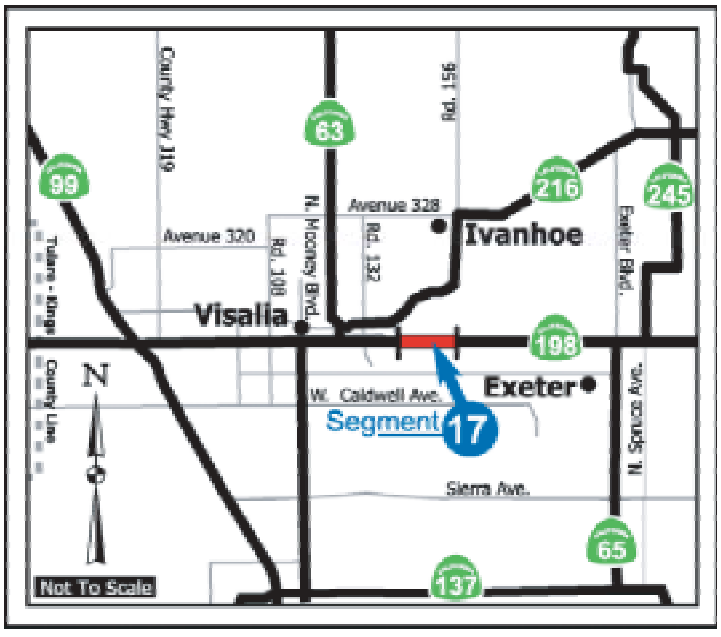
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 17 begins west of Packwood Creek and ends at Road 164. This segment crosses level terrain. It is presently a 4-lane Freeway with land uses consisting of dairies, livestock, produce farming, and citrus groves. There are minimal environmental constraints within this segment.

This segment is expected to operate at LOS C over the next 25 years, with LOS C as the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment will carry more vehicular traffic by 2025, however the performance will not drop below the Concept LOS of C.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS C (Local Standards)

General Plan and/or RTP Classification Standards: Freeway

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

Transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	18 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	2.0	**Length (KM):**	3.2	**From:**	RD 164		
Begin PM:	14.6	**Begin KP:**	23.5				
End PM:	16.6	**End KP:**	26.7	**To:**	Outside Canal		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4F
Concept Facility (2025)	4F
Ultimate Facility	4F
2002 LOS	A
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 135.0 / 162.0

Meters (from/to): 41.1 / 49.4

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 18 begins at Road 164 and ends at the Outside Canal. This segment traverses level terrain. It is presently a 4-lane Freeway. Land use consists of industry, dairies, produce, citrus groves, and livestock.

The environmental issues include: traffic noise, water crossings, riparian vegetation, aesthetics, ROW acquisition, and existing residential development.

This segment is expected to operate at LOS B by 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.

Route Concept Deficiencies/Improvements

This segment will carry more vehicular traffic by 2025, however the performance will not drop below the Concept LOS of C.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS C (Local Standards)

General Plan and/or RTP Classification Standards: Freeway

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

2000 SHOPP: Tulare SR 198 R15.1 - R18.9, *KP R24.3 - R30.4* - in Visalia 0.4 MI, *0.8 KM* east of Farmersville Road to 0.1 MI, *0.2 KM* west of Route 65: *AC overlay and widen.*

Begin Construction: 2005/2006
Complete Construction: 2007/2008

Transit Services:

Transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	19 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	2.2	**Length (KM):**	3.5	**From:**	Outside Canal		
Begin PM:	16.6	**Begin KP:**	26.7				
End PM:	18.8	**End KP:**	30.3	**To:**	SR 65		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E
Concept Facility (2025)	4E
Ultimate Facility	4E
2002 LOS	A
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 135.0 / 200.0

Meters (from/to): 41.1 / 61.0

Ultimate Right-of-Way

Feet: *

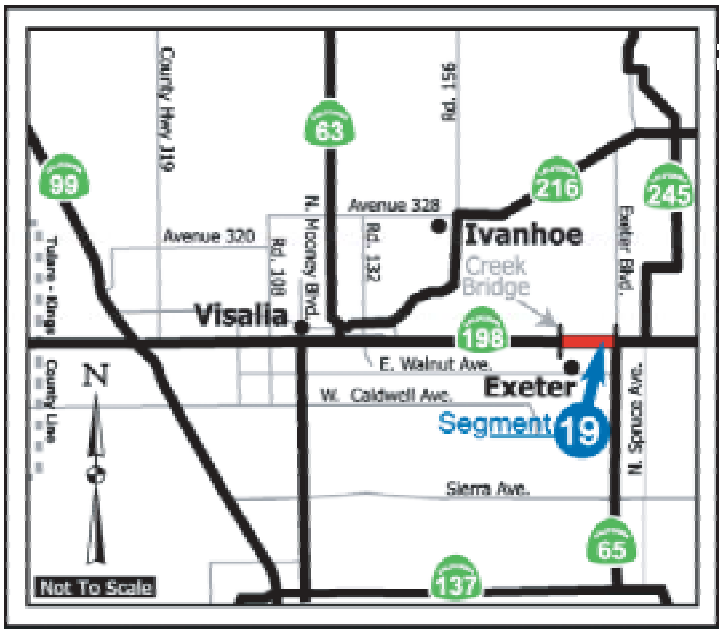
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 19 begins at the Outside Canal and ends at Route 65. The segment covers level terrain. It is presently a 4-lane Expressway. Land use consists of farming and ranching. The environmental issues are: physical constraints due to water crossings, aesthetics, ROW acquisition, and agricultural land.

This segment is expected to operate at LOS B by 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

This segment will carry more vehicular traffic by 2025 but the performance will not drop below the Concept LOS of C.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS C (Local Standards)

General Plan and/or RTP Classification Standards: Expressway

Intelligent Transportation Systems (ITS):

There are plans for a Weather Station at SR 65 PM 18.8, *KP 30.2.*

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

2000 SHOPP: Tulare SR 198 R15.1 - R18.9, *KP R24.3 - R30.4* - in Visalia 0.4 MI, *0.8 KM* east of Farmersville Road to 0.1 MI, *0.2 KM* west of Route 65: *AC overlay and widen.*

Begin Construction: 2005/2006
Complete Construction: 2007/2008

Transit Services:

Transit services are available on SR 198 through Orange Belt Stages and AMTRAK Service Link.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	20 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	1.0	**Length (KM):**	1.6	**From:**	SR 65		
Begin PM:	18.8	**Begin KP:**	30.3				
End PM:	19.8	**End KP:**	31.9	**To:**	SR 245		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	4E
Concept Facility (2025)	4E
Ultimate Facility	4E
2002 LOS	A
Concept LOS	C

Existing Right-of-Way

Feet (from/to): 60.0 / 140.0

Meters (from/to): 18.3 / 42.7

Ultimate Right-of-Way

Feet: *

Meters: *

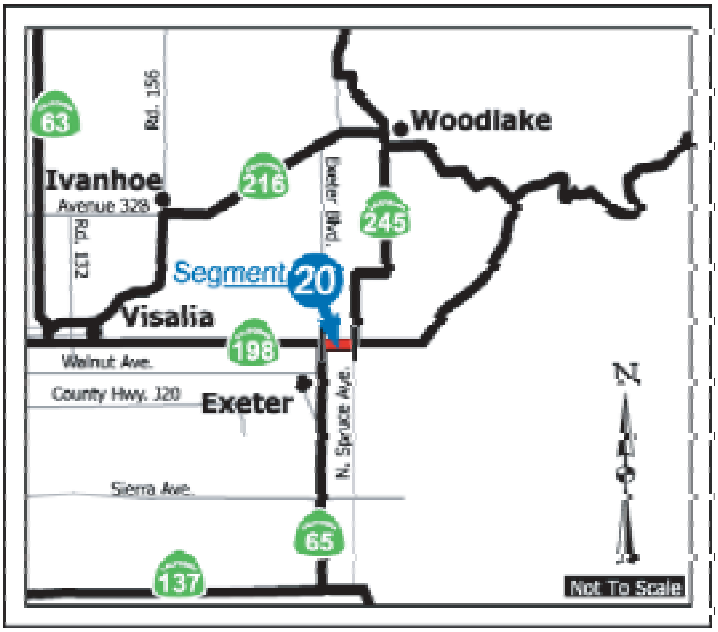
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 20 begins at Route 65 and ends at Route 245. This segment covers flat terrain. It is presently a 4-lane Expressway with mixed development land uses. This segment is in the proximity of Lake Kaweah and the community of Lemon Cove. From the Outside Canal to Route 245, the highway crosses through a rural and agricultural landscape.

The environmental concerns are: ROW acquisition, agricultural land conversion, impacts at water crossings, and aesthetics.

This segment is expected to operate at LOS A by 2025. LOS C is the Concept LOS due to the rural interregional importance of the segment.



Route Concept Deficiencies/Improvements

The capacity of this segment will be maintained over the next 25 years.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Weather Station at SR 65 PM 18.8, *KP 30.2.*

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	21 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	7.1	**Length (KM):**	11.4	**From:**	SR 245		
Begin PM:	19.8	**Begin KP:**	31.9				
End PM:	26.9	**End KP:**	43.3	**To:**	0.1 MI E. RD 244		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	C
Concept LOS	D

Existing Right-of-Way

Feet (from/to): 80.0 / 80.0

Meters (from/to): 24.4 / 24.4

Ultimate Right-of-Way

Feet: *

Meters: *

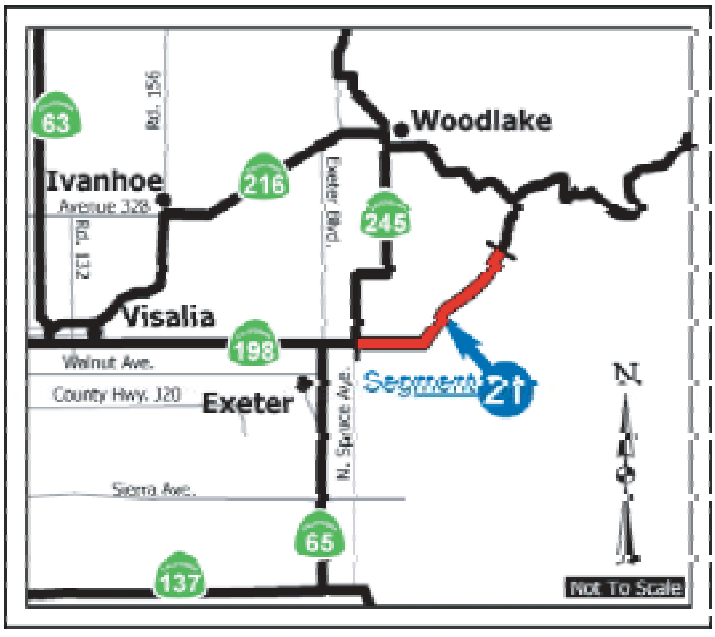
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 21 crosses flat terrain and transitions to rolling hills. It is presently a 2-lane Conventional highway. Land use consists of rangeland, isolated development, Lake Kaweah, and the community of Lemon Cove.

The environmental constraints below Lake Kaweah are: developed properties, a railroad line, the community of Lemon Cove, archaeologic resources, threatened or endangered species near the water crossings, and hazardous waste.

This segment is expected to operate at LOS D by 2025. This rural segment of SR 198 can only be improved from a 2-lane to a 2-lane plus operational improvement [2C-2C(I)] due to ROW constraints. Therefore, it has a Concept LOS of D, not the Concept LOS of C normally designated to segments in rural areas.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of D will be maintained through 2025. However, operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There are plans for a Weather Station and Highway Advisory Radio station (HAR) near Avenue 324 in Lemon Cove at PM 26.4, *KP 42.4.*

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

1998 SHOPP: Tulare SR 198 PM 21.5 -26.7, *KP 34.6 - 42.9* - near Visalia From *0.06 MI, 0.1 KM* west of Road 220 to 0.1 MI, *0.2 KM* west of Road 244: *AC overlay and widen.*

Begin Construction: 2003/2004
Complete Construction: 2005/2006

Transit Services:

There are currently no transit services within this segment on SR 198.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	22 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	1.4	**Length (KM):**	2.3	**From:**	0.1 MI E of RD 244		
Begin PM:	26.9	**Begin KP:**	43.3				
End PM:	28.3	**End KP:**	45.5	**To:**	RD 248		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	D
Concept LOS	D

Existing Right-of-Way

Feet (from/to): 80.0 / 100.0

Meters (from/to): 24.4 / 30.5

Ultimate Right-of-Way

Feet: *

Meters: *

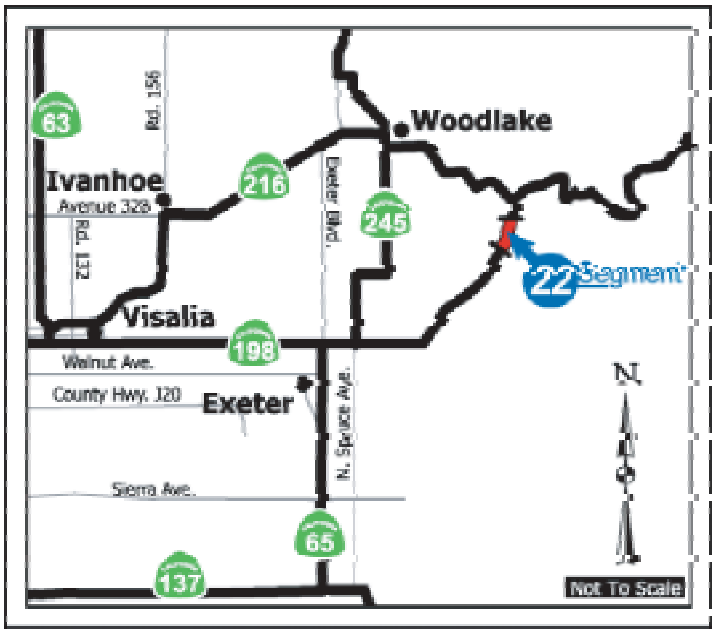
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 22 begins at Road 244 and ends at Road 248. This segment covers rolling terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway. There are orchards and small businesses along this segment of the route.

Environmental issues include: threatened or endangered species, archaeologic resources, water crossings, possible riparian vegetation, and ROW acquisition.

This segment is expected to operate at LOS D by 2025. This rural segment of SR 198 with rolling terrain can only be improved from a 2-lane to a 2-lane plus operational improvement [2C-2C(I)] due to ROW constraints. Therefore, it has a Concept LOS of D, not the Concept LOS of C normally designated to segments in rural areas.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of D will be maintained through 2025. However, operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS D (Local Standard)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	23 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	7.6	**Length (KM):**	12.2	**From:**	Rd. 248		
Begin PM:	28.3	**Begin KP:**	45.5				
End PM:	35.9	**End KP:**	57.8	**To:**	Moro RD		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	E
Concept LOS	E

Existing Right-of-Way

Feet (from/to): 80.0 / 137.0

Meters (from/to): 24.4 / 41.8

Ultimate Right-of-Way

Feet: *

Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 23 begins at Road 248 and ends at Moro Road. The segment crosses rolling terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway, with small businesses and commercial establishments, and recreational resources as land uses.

The environmental issues are: recreational facilities, topographic constraints, threatened or endangered species, water crossings, and archaeologic resources.

This segment is expected to operate at LOS E by 2025. This rural segment of SR 198 is in rolling terrain and can only be improved from a 2-lane to a 2-lane plus operational improvement [2C-2C(I)] due to ROW constraints. Therefore, it has a Concept LOS of E due to the rural and mountainous nature of the segment.

Route Concept Deficiencies/Improvements

With a Concept LOS of E, this is not a deficient segment. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS E (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

2000 STIP (Local): Tulare SR 198 PM 33.3 -35.8, *KP 53.5 - 54.3:* - in Tulare County at Lake Kaweah at 2 locations from 0.3 MI, *0.5 KM* west of Horse Creek Bridge to 1.3 MI, *2.1 KM* west of South Fork Kaweah River Bridge: *Realign roadway and replace bridge*

Begin Construction: 2002/2003
Complete Construction: 2004/2005

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	24 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	2.6	**Length (KM):**	4.2	**From:**	Moro RD		
Begin PM:	35.9	**Begin KP:**	57.8				
End PM:	38.5	**End KP:**	62.0	**To:**	North Fork DR		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	E
Concept LOS	E

Existing Right-of-Way

Feet (from/to): 80.0 / 150.0

Meters (from/to): 24.4 / 45.7

Ultimate Right-of-Way

Feet: *

Meters: *

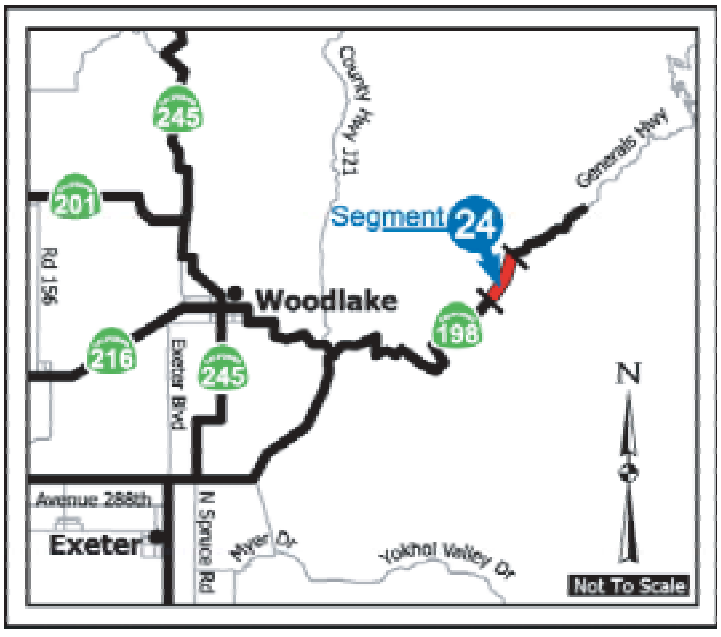
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 24 begins at Moro Road and ends at North Fork Drive. This segment covers rolling terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway through the community of Three Rivers, with land uses consisting of lake resorts, scattered residential, ranches, and commercial establishments.

The environmental issues are: archaeologic resources, the Kaweah River, severe topographic consideration, riparian vegetation, and the built-up area around the community of Three Rivers. Operational improvements such as intersection improvements and turnouts are being considered for this segment.

This segment is expected to operate at LOS E over the next 25 years. LOS E is the Concept LOS due to the rural and mountainous nature of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS E will be maintained through 2025. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County LOS E (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

2002 STIP Candidate (Local): Tulare SR 198 PM 36.3 - 36.5, *KP 58.4 - 58.8.*, 0.8 MI, *1.4 KM west* of the community of Three Rivers at Lake Kaweah: *Roadway realignment (2005/2006)*

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	25 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	3.9	**Length (KM):**	6.3	**From:**	North Fork DR		
Begin PM:	38.5	**Begin KP:**	62.0				
End PM:	42.4	**End KP:**	68.2	**To:**	Mineral King RD		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	E
Concept LOS	E

Existing Right-of-Way

Feet (from/to): 60.0 / 80.0

Meters (from/to): 18.3 / 24.4

Ultimate Right-of-Way

Feet: *

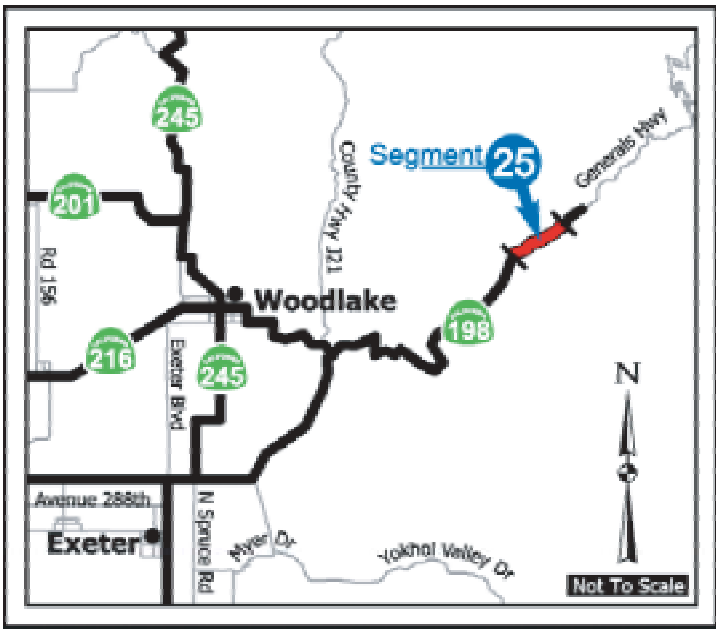
Meters: *

* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 25 begins at North Fork Drive and ends at Mineral King Road. This segment covers rolling/mountainous terrain that continues to the Sequoia National Park boundary. It is presently a 2-lane Conventional highway, with land uses such as recreation and bed and breakfast businesses. The environmental considerations are: the community of Three Rivers, archaeologic sensitivity, and the Kaweah River.

This segment is expected to operate at LOS E over the next 25 years. LOS E is the Concept LOS due to the rural and mountainous nature of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of E will be maintained through 2025. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS E (Local Standards)

General Plan and/or RTP Classification Standards: 2-lane Conventional

Intelligent Transportation Systems (ITS):

There is currently no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

Segment:	26 of 26	**County:**	TULARE	**Route:**	198	**Rural or Urban:**	Rural
Length (MI):	1.8	**Length (KM):**	2.9	**From:**	Mineral King RD		
Begin PM:	42.4	**Begin KP:**	68.2				
End PM:	44.2	**End KP:**	71.1	**To:**	Sequoia National Park boundary		

Functional Classification: Principal Arterial

Route Designations:

Nat'l Hwy System (NHS)	YES	IRRS	HE	NO = Non IRRS; Yes = IRRS; F = Yes, Focus; G = Yes, Gateway; HE = Yes, High Emphasis; HE,F = Yes, High Emphasis and Focus
Freeway Expressway Designation	YES			
Regionally Significant	NO	NAT'L TRUCK NETWORK (NTN)	STAA	NO = Non NTN; STAA = Yes, NTN STAA TRUCKS; TA = Yes, Terminal Access
STRAHNET	NO			
Lifeline	NO	Scenic	OD	NO = Non-Eligible for Scenic; OD = Yes, Officially Designated; E = Yes, Eligible

Transportation Concept

Existing Facility	2C
Concept Facility (2025)	2C(I)
Ultimate Facility	2C(I)
2002 LOS	E
Concept LOS	E

Existing Right-of-Way

Feet (from/to): 60.0 / 60.0

Meters (from/to): 18.3 / 18.3

Ultimate Right-of-Way

Feet: *

Meters: *

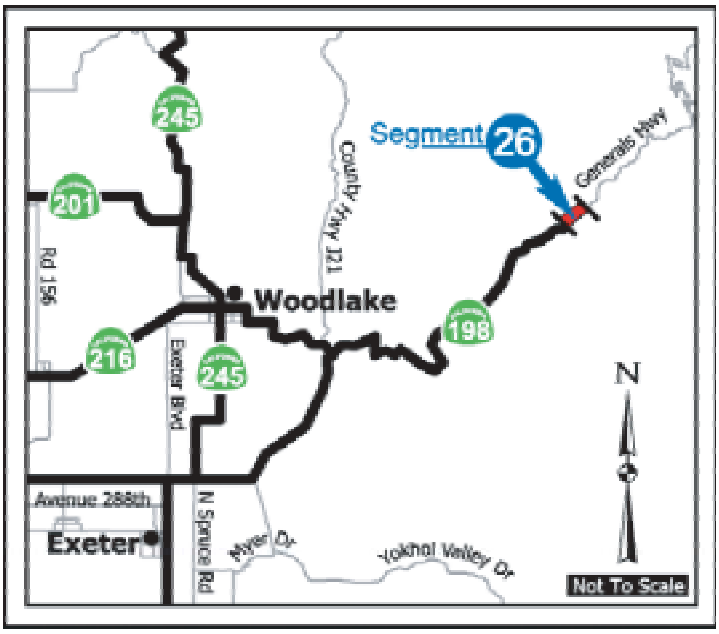
* or ** See comments below for additional Ultimate ROW information

Description - Land Use - Rationale:

Segment 26 begins at Mineral King Road and ends at the Sequoia National Park boundary. The segment crosses rolling/mountainous terrain. It is presently a 2-lane Conventional highway, with land uses consisting of recreation, and lodging facilities in the Sequoia and Kings Canyon National Parks area.

The environmental considerations are: the high archaeologic and paleontologic sensitivity, the Kaweah River, topographic constraints, possible wetlands, water crossings, and threatened or endangered species. Operational improvements are being considered for this segment.

This segment is expected to operate at LOS E over the next 25 years. LOS E is the Concept LOS due to the rural and mountainous nature of the segment.



Route Concept Deficiencies/Improvements

This is not a deficient segment. The Concept LOS of E will be maintained through 2025. Operational improvements are recommended as needed.

Year Deficient: N/A

LOS with Improvement (2025): N/A

Local and/or RTP LOS Standards:

General Plan: Tulare County
LOS E (Local Standards)

General Plan and/or RTP Classification Standards: Arterial

Intelligent Transportation Systems (ITS):

There will be no deployment of ITS in this segment.

Planned Projects: (In RTP or ITSP - to 25 years OR SHOPP/STIP Candidate)

There are no planned projects in this segment.

Programmed Projects: (In STIP, TCRP, SHOPP)

There are no programmed projects in this segment.

Transit Services:

There are currently no transit services within this segment.

Comments:

The Ultimate and existing ROW are generally the same. The exceptions are:

* (1) where and when geometric or operational improvements are required. For example, when a State highway is improved from a 2C to a 2C(I).

** (2) When interchanges or overcrossings are involved.

pages

AADT: (Average Annual Daily Traffic) This designation indicates that the daily traffic is averaged over one calendar year.

Access Control (or Controlled Access): The condition where the right to access of owners or occupants or other persons of abutting land in connection with a highway is fully or partially controlled by public authority. Also, see Classification of Roads

CMS: (Changeable Message Sign) A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C **=** 2 lane Conventional Highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane Expressway (note: 2 lane Expressways are not common).
- **Freeway (F):** A divided highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane Freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see V/C.

Facility:

- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics at the time of the development of the TCR.

FTIP: See Project Programming

ITMS: (Intermodal Transportation Management System) A performance-based decision support system operating on a personal computer which allows alternatives analysis using performance measures. It has intermodal system elements for freight and person movements using a spatial and attribute database associating transportation systems under existing and forecasted conditions. It provides a new intermodal planning tool with a common Statewide data set for transportation planners.

ITS: (Intelligent Transportation Systems) ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure through the application of communications, computing, information, and other "high technologies."

ITSP: (Interregional Transportation Strategic Plan) The ITSP is a document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service) A general term that describes the operating conditions a driver will experience while driving in a particular facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio and expressed by a series of letter grades from A, (low **v/c** ratio and delay, no impediments) through E (high **v/c** ratio and delay, considerable impediments to traffic flow), and F (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study) When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, major investment (corridor or sub-area) studies are undertaken to develop or refine the plan and lead to decisions by the Metropolitan Planning Organization (MPO), in cooperation with participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to more than one mode of travel such as bicycle, private vehicle, bus, light rail, etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Types of Structures

PM: (Mile Post Marker, Postmile) or KP (Kilo Post) An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements), that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. South-north routes usually have an odd number and west-east routes usually have an even number. The PM also includes an abbreviation for the County (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera).

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process which sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal Improvement Plans, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP, etc.

- **FTIP:** (Federal Transportation Improvement Program) A Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies and transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs also include Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program) The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report) A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report) An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used for rehabilitation and safety type projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program) After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SHOPP:** (State Highway Operation Protection Program) The SHOPP is a four year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects to add through lanes to increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas.

- **STIP:** (State Transportation Improvement Program) Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way) Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system including; Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** A freeway, as defined by statute, is a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. This statutory definition also includes expressways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities and other major travel destinations; meet National defense requirements and serve interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network, Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and

Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Such regulations may already exist in various portions of local codes. The application for nominating *Eligible* scenic highways to become Officially Designated requires the preparation of a visual assessment and a resolution package. The resolution package is to include a resolution of intent, two maps, a video, and a narrative description of the scenic elements in the corridor, including intrusions on scenic views. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that is a key deterrent in U.S. strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. It is about 61,000 miles, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET connectors (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. These routes are typically used when moving personnel and equipment during a mobilization or deployment. Generally, these routes end at the port boundary or installation gate.

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency. The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected

officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems which do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Types of Structures

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, intermodal connectivity, completely fund some projects and make investments in transit and rail within the State.

Types of Structures:

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road**.**
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrosssing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line**.**

Undercrossing: See Types of Structures

Underpass: See Types of Structures

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

P/191/SystemPlanning/SR65TCRGlossaryFINALNov6.doc

Local Jurisdictions - RTPAs/MPOs

Council of Fresno County Governments (COFCG)
2100 Tulare St., Suite 619
Fresno, CA 93721
(559) 233-4148

King County Association of Governments (KCAG)
1400 West Lacey Blvd.
Hanford, CA 93230
(559) 582-3211

Tulare County Associate of Governments (TCAG)
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93227
(559) 733-6291

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:

Severe non-attainment for ozone and serious for PM10. Contact the Air District for more information.

Transit Services:

For inquires on transit services, please contact the respective RTPA/MPO (as shown above for more information. Also, Please refer to the Segment Facts sheet in this report under Transit Services for various transit services.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information:

All Segments:

Traffic Congestion Relief Program, 2000
State Transportation Improvement Program (STIP), 1998, 2000, 2002
State Highway Operations and Protection Program (SHOPP), 1998, 2000, 2001
Interregional Improvement Track-Interregional Road System Plan (ITSP), 2000
Interregional Transportation Improvement Plan (ITSP), 1990, 1996

Specific Sources by County:

Kings County:
Kings County General Plan, 1993
Kings County Regional Transportation Plan, 2001
Intelligent Transportation System Early Deployment Plan (Kings Region), 2001

Tulare County:
Tulare County General Plan, 2000
TCAG Regional Transportation Plan, 1998

Fresno County:
Fresno County General Plan, 2000
Fresno County Regional Transportation Plan, 2001
City of Coalinga General Plan, 1994